









# NOURS FOR 80 N THE FRONT LINE

MORE than 80 Royal Navy and Royal Marines personnel have been honoured by the Queen and President Bush for their deeds in Operation Telic earlier this year.

The honours reward bravery in the front line, stoicism and determination in the face of tragedy, and dedication and effort behind the scenes.

Royal Marine L/Cpl Justin Thomas receives Conspicuous Gallantry Medal for his bravery and leadership during combat outside Basra on March 30.

The 24-year-old's troop came under attack from a previously-hidden enemy, leaving many of his comrades exposed. L/Cpl Thomas climbed into his open-topped vehicle to man the machine gun. For the next 15 minutes he returned fire and allowed 20 colleagues to move to safety, regroup and launch a counter-attack without loss of British life.

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dence' - page 24



2 NAVY NEWS, DECEMBER 2003

# **FIGUREHEADS**



#### **HMS NYMPHE**

A BEAUTIFUL classical half-length female figurehead standing well over 7ft high, she was carved to represent a female character from Greek mythology – a water spirit in flowing gown with carved shell motifs on her bodice.

Relatively large and well-carved for a vessel of the size

Relatively large and well-carved for a vessel of the size for which she was commissioned, this item shows that as late as the 1880s the Naval carvers attached to Portsmouth Dockyard could still produce wonderful and imaginative decoration.

HMS Nymphe was originally built as a composite screw sloop, schooner-rigged with three masts, of 1,140 tons and armed with eight 5in guns.

Launched at Portsmouth on May 1, 1888, the fourth vessel of the name, she had the distinction of being one of the last sloops built for the Royal Navy with composite hulls, and the first with twin screws. With a top speed of 14 knots, she was used for some years on colonial service and made a number of voyages to the West Indies.

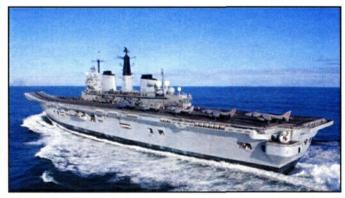
In 1906 she became a base ship under the new name Wildfire. Ten years later she had become Gannet and in 1917 was was again re-named Pembroke, serving as base ship and diving tender at Sheerness and then Chatham before being sold for scrap in 1920 to T. W. Wards of Milford Haven.

Her figurehead had been removed sometime during the early 1900s and for many years was on display at the RN Depot at Sheerness, Kent. Before World War II she was moved over to Chatham as part of HMS Pembroke. When this establishment was redeveloped she was moved back into the Dockyard and then given for a time to HMS Wildfire, the RNR unit in Gillingham.

Wildfire, the RNR unit in Gillingham.

When Wildfire closed in 1994, Nymphe was presented to Gillingham Borough Council. Finally, after full restoration by the Conservation Department of Chatham Historic Dockyard, she was moved to her present location inside the St George's Centre, Chatham.

# Queen returns for Invincible rededication



THE QUEEN is to formally welcome Falklands veteran carrier HMS Invincible back into the bosom of the Fleet this month.

Her Majesty launched the ship in her Silver Jubilee year of 1977 and was guest of honour when Invincible was commissioned and then recommissioned in 1980 and 1989.

She pays her first visit to the RN in Portsmouth since last year's Tri-Service celebration of her Golden Jubilee for the carrier's rededication on December 12.

Invincible has taken over as the nation's flagship and on-call carrier from sister HMS Ark Royal since coming out of refit in Rosyth earlier this year.

Ten former commanding officers of the ship, First Sea Lord Admiral Sir Alan West, families and affiliated organisations have all been invited to the ceremony.

"The rededication ceremony marks another significanmt milestone in the life of this famous ship," said Invincible's present CO, Cant Trevor Soar.

Capt Trevor Soar.

"It will be a truly great honour for us to host Her Majesty and I know that the ship's company will be looking forward to the event and its associated celebrations."



# Coventry cross collapsed under Falklands gales

SAILORS have lovingly restored a memorial to the dead of HMS Coventry which was beaten down by the elements in the Falklands.

Crew of frigate HMS Lancaster, patrol ship HMS Leeds Castle and engineering staff in the islands found the monument to the Type 42 destroyer on remote Pebble Island had collapsed.

destroyer on remote Pebble Island had collapsed.

Coventry fell victim to three bombs on Argentine Independence Day, May 25, during the 1982 conflict. She heeled over and sank in 20 minutes, tak-

Twenty-one years later former Coventry midshipman Paul Chivers returned to the site of the sinking – this time as Commanding Officer of HMS Lancaster.

He and members of his ship's

He and members of his ship's company laid a wreath over the spot before visiting Pebble Island to continue paying their respects.

Lancaster's supply officer Lt Cdr John Pheasant said a recce party had found the memorial cross to Coventry collapsed and the badge presentation boxes in a poor state after a 21-year battering from the Falklands weather.

from the Falklands weather.

But Naval engineers, based in the Islands, repaired the cross while Lancaster's crew tackled the cairn at the base of the monument, ahead of a simple, moving ceremony led by the frigate's chaplain, the Rev Roland Wort.

"Now in place, the memorial is as awe-inspiring as ever and is ready to withstand a good few Pebble Island winters again," said Lt Cdr Pheasant. CPO(MEA) 'Gaz' Harding

CPO(MEA) 'Gaz' Harding added: "Having visited the Falklands several times it feels great to have been able to give something worthwhile back to the islands."

HMS Lancaster also visited the site of the wreck of HMS Antelope in San Carlos Water, where she was sunk in the Falklands War, for a special ceremony (see page 19)

mony (see page 19).

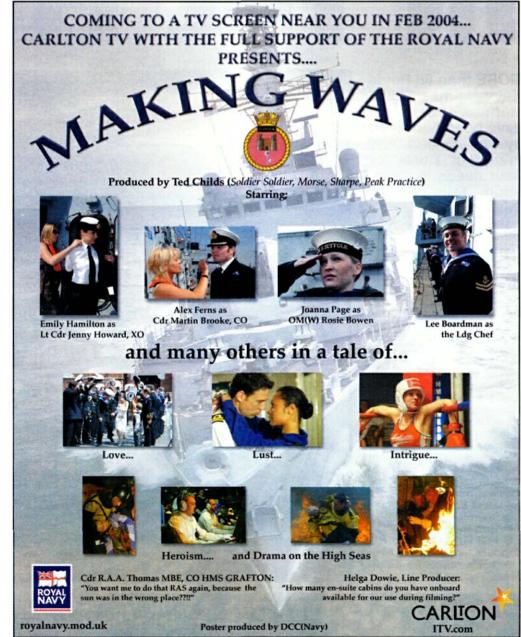
The Type 23 frigate left the Falklands for good on this deployment on November 4, beginning her return journey to Portsmouth via Rio de Janeiro and Fortaleza.

# Ton up for London RNR

PRINCE Michael of Kent, Honorary Commodore RNR, presents the Volunteer Reserve Service Medal and Clasp to the Commanding Officer HMS President, Cdr Claire Hughes.

The ceremony was part of the London Division RNR's 100th birthday celebrations at the Fishmonger's Hall – its original recruiting hall.

Picture: CPOA(PHOT) Dave



# Goodbye to Jayne

BBC1's Hollywood in Profile collection of private movie footage of the stars shown on November 9 devoted a whole section to Jayne Mansfield (Vera Jane Palmer).

One of the last photographs of the archetypal blonde bombshell before she was decapitated in a motor accident was taken on board HMS Monkton, visiting Newcastle-upon-Tyne in 1967. The one-time 'Miss Photoflash 1952' was welcomed on board at the invitation of the midshipmen. The sailors

Jayne's last film was A Guide for the Married Man. "Men are those creatures with two legs and

# on a high note

FISHERY Patrol vessel HMS Lindisfarne has ended her 25year career on a high note.
Just weeks before she was due

Just weeks before she was due to make her final journey into Portsmouth, she won the Jersey Cup for displaying outstanding endeavour in fishery protection.

The vessel was singled out for tenaciously pursuing the task of enforcing fisheries legislation on behalf of the Department for

behalf of the Department for Environment, Food and Rural

During the past year she completed 143 patrol days for DEFRA, conducting more than 250 inspections of UK and foreign fishing vessels. These led to the discovery of 26 infrisonments. discovery of 26 infringements,

resulting in four detentions.

The cup, awarded annually and open to Island and River class patrol ships, was presented to Lindisfarne at a ceremony in Portsmouth.

Commanding Officer Lt Cdr Commanding Officer Lt Cdr David Mugridge, received the tro-phy from Chief Inspector of Fisheries at London's Billingsgate Market, Christopher Leftwich. Lindisfarne's citation read: "Overall, the vessel has achieved a

very significant contribution to the comprehensive policing effort within and outside British fishery

"Inspections of fishing vessels have been of a vigorous nature and charac-terised by the firm but fair manner in which they have been conducted.

"HMS Lindisfarne has pursued her duties with diligence and has proved to be a very effective and

capable patroller."
The ship makes her final journey into Portsmouth this month

'Lindy' Vandals blight War Graves Commission's 'difficult

> VANDALISM blights the picture of "a difficult but nevertheless successful year" for the Commonwealth War Graves Commission.

year'

In the foreword to the CWGC's annual report, Vice Chairman Gen Sir John Wilsey noted that "the unceasing work which must be carried out behind the scenes to ensure that our cemeteries and memorials remain a fitting tribute to those who fell during the two world wars has on occasion been hindered by a combination of natural and

man-made problems."
Regional conflicts had been a constant thorn in the side, but as tensions eased in various parts of the world then maintenance and renovation could take place – as was the case at the Hargeisa War

struggle which has bedevilled the

The report observes that "with peace restored, the cemetery has been completely renovated, with new headquarters and Cross of Sacrifice, and has already hosted its first remembrance service, members of the local police force providing two saxophones to sound the Last Post."

Similarly, Coalition forces - particularly British and American rolled up their sleeves and helped clear rubbish and debris from the cemeteries and memorials at Kut, Basra and Amara in Iraq after the

fighting was over earlier this year.

The CWGC is responsible for more than 20,000 war graves in the country, while another 41,000 names are recorded on memorials.

But it is vandalism which blights the overall picture – the well-publicised graffiti at Etaples in France, where the largest Commonwealth cemetery in the country was daubed with anti-war and anti-American and British slogans, sparked a response at the highest level on both sides of the Channel, with the Queen and President Chirac leading condemnation of the desecration.

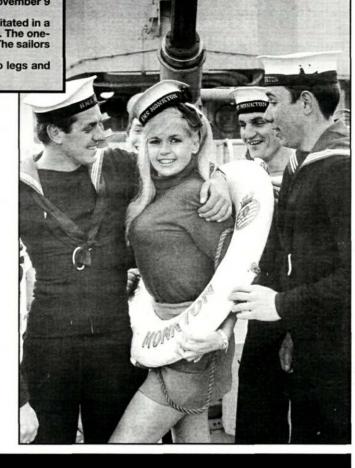
But there was a rash of similar attacks closer to home – Sheffield (Burngreave) Cemetery, where motor oil was poured onto paving and a memorial; Littlehampton, where headstones were smashed; Dartford (East Hill), where graffi-ti was scrawled on headstones; and Portsmouth Naval Memorial, where newly-refurbished stonework was spray painted, all suf-

The CWGC hopes a community involvement programme, established in recent years, will start to yield benefits in terms of stronger links with schools, community groups and probation services, which in turn will help reduce acts of vandalism.

The CWGC was set up in 1917 and has a presence in 148 countries. Costs are shared between six partner nations - the UK, Canada, Australia, New Zealand, South Africa and India.

☐ See Newsview, p20

 Prince Michael of Kent at the rededication the Royal Naval Division Memorial, resited at Horseguards Parade, Whitehall (see page 14)





THEY are used to lots of bangs and flashes at the Commando Training Centre Royal Marines, Lympstone – but November 5's display was just for fun. Meanwhile the 'rubber man' (inset) stole the show at HMS Sultan.





# Fliers' skill in sandstorm wins award

A SUPERB display of skill and nerve by a Sea King crew engulfed in a sandstorm during operations in Iraq won the fliers a prestigious award

Lt Cdr Neale Hargreaves, Commander of 849 Squadron A Flight's helicopter 'Dolphin 43', picked up the Hugh Gordon-Burge Memorial Award from the Guild of Air Pilots and Air Navigators on behalf of his team – pilot Lt David White and Flt Lt Emma Bridge RAF.

On March 12, the Mk 7
Airborne Surveillance and
Control Sea King left HMS Ark
Royal on a routine sortie for
Operation Telic in the Gulf – and headed into a nightmare.

Australian Navy assault ship HMAS Kanimbla was the forward operating base for the sortie, but was engulfed in a sandstorm as the helicopter came in to land.

Two approaches were unsuc-cessful, before crew were told to head for the USS Bataan. There were several moments

when it wasn't looking good," said Lt Cdr Hargreaves. "I have been flying for 18 years and it is the only time in my life when I didn't really

have any options.
"Our only two alternatives would be to land in Iraq – not really an option, as Operation Telic had not really got under way – or put down in the water."

En route to Bataan, the aircrew were told the American destroyer USS Milius had not yet been surrounded by sand – so the Sea King made a bee-line for her instead.

The pilot was forced to 'hovertaxi' in to where he thought the ship was, while Flt Lt Bridge peered out into the gloom to spot the ship. As she did so, sand swirled around the cockpit and the aircraft suffered a partial radar

USS Milius was built to operate a smaller helicopter than the Sea King, so Lt White had to land his aircraft on an unfamiliar, small flight deck under extremely difficult conditions, yawing the aircraft above the landing spot. "If we had not seen the ship

then, we would have put the air-craft down in the water," said Lt Cdr Hargreaves."It was a scary old night. Thank goodness for the sand filters on the Sea King. David is a very good pilot."

Sandblasted: the Mk 7 Sea King back on HMS Ark Royal



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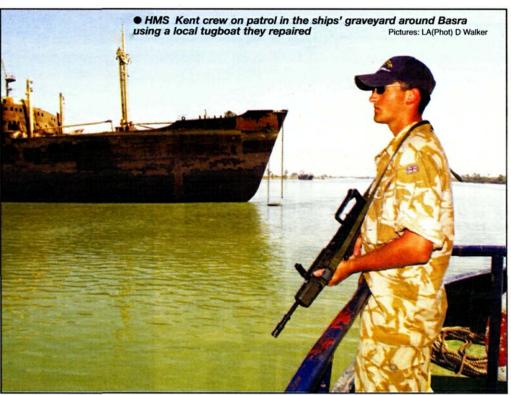
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# Kent's tug rats keep lifeblood of Iraq open

CREW of HMS Kent have helped seafaring trade resume in southern Iraq - at the same time as putting the kibosh on smugglers.

Sailors from the Portsmouth-based frigate - due home this month after seven months in the Middle East region - dealt a dou-ble blow to racketeers by snaring oil smugglers and freeing the port

of Basra for free trade to continue.

Troops in Basra, the centre of
UK peacekeeping operations in
Iraq, told the RN that the port was clogging up with abandoned tugs barges, confiscated by the Allied forces clamping down on

smuggling operations.

The soldiers lacked the seafaring experience to get some of the tugs running, and called in HMS Kent to free the port for trade.

'We had a lot of volunteers for the job," explained Lt Cdr 'Ned' Kelly, Kent's marine engineering officer. After months on anti-smuggling patrol, he said ship-

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mates were champing at the bit for something different.

"It was a bit of an adventure find the most seaworthy tugs, get them running, then sail them," he

"By driving the tugs around the waterways, towing and shunting barges, they were freeing up berths and jetties so merchant trade could

get going.
"Most of us have only seen Iraq from 12 miles away, so one thing the guys who went to Basra found was that it was great meeting the locals face-to-face. It was a very

positive experience."
The 'tug rats' - OMs Robert Grant, Leon Ashton-Leatherland, Lt Chris Flaherty, PO Martin Jervis, MEM Karl Ellis, LMEM Robert Leaver, and LOM Hadyn Andrews – spent a week chugging up and down the Shatt-al-Arab river, searching barges, shunting some and impounding vessels try-

ing to sneak oil out of Iraq.

They had to deal with an engine room flooding daily, a small fire, a man overboard, and a runaway barge, plus the less than pleasant surroundings of a disused fertiliser factory as their base each night.

"We're all extremely proud of what they achieved in the short time they were away," Kent's captain Cdr Simon Hardern said. "They showed the flexibility of young people in the armed forces. They have been able to contribute, in a small way, towards the regen-

eration of Iraq."

■ Crew of HMS Norfolk bagged smugglers after just three days on patrol in the northern Gulf.

A boarding party found 300 tonnes of oil thought to have been sneaked out of Iraq, hidden on the UAE-flagged Mv Noora 1.

The ship could be responsible for smuggling up to 5,000 tonnes of oil out of Iraq on previous visits.

Noora 1 has now been detained and her crew are awaiting trial by the Iraqi judicial system.

Norfolk's captain, Cdr Tony Radakin, said: "This is an exceptional start for us and an encouraging result in the fight to prevent the smuggling of oil. We're determined to ensure that oil exported from Iraq is done legally.'

### A DAY IN THE LIFE IN THE NORTHERN GULF

- Boardings begin at 6am and continue until 2am the following
- morning

  Each boarding takes around
  90 minutes ships expect to
  conduct around a dozen operations daily
- Ships found to be carrying goods illegally are sent to special quarantine areas or 'smug boxes' for further investigations
- Around 80 barges and boats were being held around Basra; another 20 or so were in a quar-
- antine area 15 miles off Iraq

  Detained ships are daily sent food supplies including tinned steak, chicken, fresh vegetables and bread
- The smuggled oil confiscated by Allied forces will be sold, with proceeds going to Iraqis

# **Last of Dukes** heads for Gulf

THREE and a half years after her launch, Britain's newest frigate finally set out on her maiden deployment – to keep the pressure on terrorists in the Middle East.

HMS St Albans slipped out of Portsmouth on November 10 to begin a six-month stretch on patrol looking for Al Qaeda suspects and equipment.

She takes over duties from her slightly older sister HMS Kent, patrolling seas from the Horn of Africa to the northern Gulf, interrogating vessels and sending boarding parties aboard if necessary.
St Albans' work-up to front-line duties was disrupted 12

months ago, when a cross-Channel ferry ran into the warship, berthed alongside in Portsmouth, during a storm, leaving St Albans needing extensive repairs.

But since then, the ship - last of 16 Type 23 frigates built for the RN – has bounced back with a high-profile visit to the Baltic and St Petersburg. Lt Cdr Carl Greener, St Albans' weapons engineering offi-

cer, said there was a buzz about the frigate. "We are keen to get started on our first operational tour. We'll of course be away for Christmas, but the work will be interesting and we'll see some fascinating places."

The ship's crew of 180 have a break in the New Year in the

Seychelles and are due home around May.



# Another step down the road to the front line for Albion

AMPHIBIOUS assault ship HMS Albion has passed another milestone on her route to front-line duties after going through gru-elling training with the Flag Officer Sea Training around Devon and Cornwall.

Albion spent four weeks off the Cornish and Devon coast as train-ing for operations reached a peak.

After warding off a mock attack on Albion herself, crew got down to the business the ship was built for – preparing to put troops on to possibly hostile shores. Royal Marines of 6 Assault

Squadron carried out landing craft training in Mevagissey Bay. The training culminated in a

mock evacuation of British nationals from a crisis spot, and provid-ing humanitarian aid to a disaster

FOST's amphibious training officer Lt Cdr Simon Guyer, said Albion's test had proved a "demanding period" for crew and FOST experts alike.

At 18,500-tonnes, Albion is

capable of carrying up to 700 green berets, 60 vehicles and eight landing craft and can put troops ashore in less than half the time it took her predecessors, built in the 1960s, HMS Fearless and Intrepid.

Exercises were continuing as Navy News went to press off Portsmouth, with the new Commodore Amphibious Task Group, Cdre Chris Parry, aboard.

Albion is due to take up front-line duties in 2004. Her sister, HMS Bulwark, should join her next year when builders BAE Systems finish construction at their

# VIPs praise continuing efforts in Iraq

PRINCE Charles, First Sea Lord Admiral Sir Alan West and Defence Secretary Geoff Hoon have all praised the continued efforts of the Royal Navy in the war on terror when they visited India and the Middle East.

The Prince of Wales and Admiral West dropped in on HMS Kent when the frigate took a break from peacekeeping duties off Iraq to visit Mumbai. Prince Charles met Kent's

boarding party which had been constantly in action off Iraq and presented good conduct and service medals to CPO(WEA) Jonathon Garrett and PO(AEM)

Paul Richards.

"His Royal Highness took great interest in our activities and for those he met, there will be some life-long memories," said Cdr Simon Hardern, Kent's Commanding Officer.

Kent's patrol 'patch' stretches from the Horn of Africa to the northern Gulf as she takes part in Operation Oracle - the continuing global war on terror - and Telic, peacekeeping duties off Iraq.

Crew found little time to explore the home of the Indian Navy with the VIP visits, but 14 of Kent's complement headed off to the Leonard Cheshire home for orphans and handicapped children, which the Prince of Wales



Prince Charles comes aboard HMS Kent in Mumbai watched by First Sea Lord Admiral Sir Alan West, left, and Kent's Commanding Officer Cdr Simon Hardern

also dropped in on. The sailors all volunteers for the good deed - renovated and decorated parts of the home and chatted with resi-

The Type 23's time in Indian waters - including a short exercise with the Indians - helped foster close ties with the Commonwealth navy which the First Sea Lord is keen to build upon.

As the Prince and Admiral West visited Kent, Mr Hoon and Chief of the Defence Staff General Sir Michael Walker paid a visit to coalition forces in Iraq to thank them for the continuing efforts in helping to bring stability to the country

Mr Hoon said Britain was making a "valuable contribution" to the future of a free Iraq.

He added: "The hard work and commitment that Britain's Armed Forces are making have helped train police officers, improve the supply of water, power and fuel to the people of southern Iraq.'

# Ships of the Royal Navy No577



# Northern ship sails south

**TYPE** destroyer HMS Glasgow set off the South Atlantic in early November, this ship was returning to the scene of one of her earliest adventures in her long Naval career.

The destroyer was the first British warship to enter the Falkland Islands Exclusion Zone on May 1, 1982, as the incursion of the Argentinians brought down the weight of the British military in protection of the people of the Falkland Islands.

#### BATTLE HONOURS

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Glasgow her reputation as a lucky ship, particularly for her miracu-lous escape when a bomb passed clear through her engine room without exploding or causing seri-

ous injury.

The destroyer had been operating in company with the frigate HMS Brilliant when three waves of Argentinian aircraft flew in to attack. A bomb entered Glasgow's after-engine room. It passed over the main machinery and out of the port side, leaving a three-foot

diameter hole on each side.

This potentially lethal event took Glasgow out of the war zone for only three days for emergency repairs, before she returned to the front and resumed her air defence

This turbulent time also saw Glasgow become the first Type 42 to land a Sea King on her flightdeck. The landing was an emergency call, and short of fuel and in desperation the Sea King landed on the destroyer's tight flightdeck with only three feet to spare between the helicopter's rotor tips and the ship's hangar.

HMS Glasgow is now returning to the Falklands as part of her deployment on Atlantic Patrol Task (South), which will also see her visiting West Africa and South



A Lynx helicopter lands on Type 42 destroyer HMS Glasgow

America in the course of her

As the new Type 45 destroyers begin to take shape in shipbuilding yards across the UK, HMS Glasgow proves that even in the twilight of her career she can still keep the White Ensign flying around the globe.

The current HMS Glasgow is the eighth Royal Naval ship to bear the name with a history that goes back to the early 1700s.

The first, a sixth rate, was originally named Royal Mary in 1696 and part of the Scots Navy. But once the union of England and Scotland was completed, the Scots ships became part of the Royal Navy and with two Royal Marys on the books, the Scottish ship was renamed Glasgow in 1707.

The second Glasgow was also a line and was lost in June 1779. sixth rate, launched in Hull in 1745 but for some reason her care was

neglected and she was laid up in

need of extensive repairs in 1752

and sold for scrap in 1756. Hull also saw the birth of the

third HMS Glasgow, another sixth

rate, in 1757. She was the first to accumulate battle honours for the

name in action against the French

and Americans. Her downfall was brought about by a steward mak-

ing a private raid on the rum store

while she was anchored in Montego Bay, Jamaica. Despite the best efforts of the crew, the

third Glasgow burnt to the water-

The fourth ship to bear the name was a frigate built in 1814 to take on the US Navy's ships and in the course of the conflict she won a reputation as one of the best gunnery ships in the Navy. She served her country well until being broken up in Chatham in 1829. The fifth Glasgow, a wood-

screw frigate, was launched in 1861 but her career was not illustrious and she was sold on in 1884.

The sixth Glasgow, a second class cruiser, was the first to be built in Scotland and served through World War I, particularly winning distinction in battle with

### **Facts and** figures

Class: Type 42 destroyer (Batch 1) Pennant number: D88 Builder: Swan Hunter, Wallsend Launched: April 14, 1976 Commissioned: May 24, Displacement: 4,800 tons, fully loaded Length: 125 metres Beam: 14.3 metres Draught: 4.7 metres Speed: 28 knots Complement: 250 (26 Machinery: COGOG (Combined gas turbine or gas turbine); two Rolls-Royce Olympus and two Rolls-Royce Tyne engines; two shafts; controllable pitch propellers Weapons: Sea Dart surface-to-air missiles; one 4.5inch gun; two 20mm guns; Phalanx close-in

weapon system; helicopter can launch depth charges, Stingray torpedoes or Sea Skua anti-ship missiles Sensors: Type 1022 air search radar; Type 996 air/surface search radar; Type 1007 and Type 1008 navigation radar; also hullmounted sonar
Aircraft: One Lynx general

purpose helicopter

Admiral Von Spee off the Falkland Islands. She was eventually scrapped in 1927, but her guns were returned to store and all saw service in World War II.

The seventh Glasgow, a 9,100ton cruiser commissioned in 1937, saw action in the various arenas of World War II and continued her career until eventual scrapping in

#### AIRCRAFT OF THE ROYAL NAVY No 86



The Nieuport Nightja

Picture: Fleet Air Arm Museum

# Nieuport Nightjar

THE LITTLE Nieuport Nightjar was a short-lived addition to the Fleet Air Arm's fighter

Only 22 of the single-seat fighters served with the Navy for just two years, spanning the period from 1922 to 1924.

The Cheltenham-based Gloster company of aircraft manufacturers took over the production of the Mars series of aircraft from Nieuport & General Aircraft in 1920.

The Mars II, III and IV were destined for the Japanese Navy where they carried the name Sparrowhawk I, II and III and operated as single-seat fighters, two-seat training aircraft,

and converted floatplanes respectively. The Nieuport Nighthawk, that was used by the RAF, was converted to become the Mars VI that served with the Greek Army Air Force.

Finally the Gloster Mars X was to become the FAA's carrier-borne Nightjar. It differed from its RAF cousin by being powered by a Bentley BR2 230hp rotary engine.

The Nightjar had a wingspan of 28ft that covered an area of 270 square feet. The airframe itself stood at a height of 9ft 7in and stretched

in length only 19ft 2in.

The Nightjar had a maximum speed of 120mph at sea level that reduced to 110mph at 15,000ft. The aircraft's endurance stood at two hours at 3,000ft.

The Nightjar was armed with two fixed, synchronised Vickers guns.

Men and women in the Royal Navy and Royal Marines serve their country, often at times of national crisis and danger: the RNBT exists to serve them and their families at times of need.

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# Letters

### Bermuda triangle

I SEE that you have mentioned the Bermuda triangle in the Young Readers section. The frigate HMS Atalanta (ex-Juno, renamed 1878) was lost in the triangle in 1880 with the loss of 290 on board. – Brian Andrew, Devizes

Curiously, the USS Wasp mysteriously disappeared on a Caribbean cruise in 1814 after an engagement with the British brig HMS Atalanta.

The disappearance of the training ship Atalanta in 1880 was a national catastrophe. She had departed Bermuda for home under the command of Francis Stirling. On June 21 that year a piece of barrel stave was found on the beach at Cow Bay, Nova Scotia. A message was written on it with lead pencil: "Atalanta going down, April 12, 1880; send this to Mrs Mary White, Piers, Sussex. James White" – Ed

### **Wartime** Wrens

I WAS interested to read of Mrs Claire Luard as I was also one of the so-called rarities - a seagoing wartime Wren.

From 1943-45 I was a Cypher Officer at Derby House and sailed to New York and Halifax in the SS Pasteur. There were two officers – my colleague was Moyra Gardiner - and three ratings: Rose West, Alison Greene and Sheila Gardner-Brown.

During one voyage we met an 80ft wave which checked the ship for a moment. Only injury was to the 1st Officer, Mr Jones, who was on the upper bridge. He ducked down behind the screens which came in on him and broke his

Approaching Halifax we were warned that a U-boat was lurking off the Grand Banks. Fortunately it moved off before it could be aware of us.

A GI jumped overboard during the trip. As the Skipper said: "They change their minds as they hit the water." No turning back, of

I got my 39-45 and Defence Medals quite quickly after the war but have always regretted not qualifying for the Atlantic Star – J. Calmady-Hamlyn (ex 3/0 Calmady-Hamlyn Moulden, WRNS)

#### Feathered friend

A FEW editions ago there was an item about the pets that went to sea with ships and became members of the ship's company and there was a reference to the budgie that served in HMS

I served in Delight and I knew that somewhere I had a copy of the ship's magazine that carried the story of 'Gregory'. I have now found said magazine and enclose a copy. The Delight was a very happy ship with a captain, P. G. C. Dickens, who inspired people to achieve far above their potential. -

A. Gittens, Gregory's story was given in full in our August 2001 edition –

# Tally of tallies

REGARDING RNA Stourbridge's cap tallies claim, I have 831 RN ships and establishment tallies, plus 13 Navy Days tallies and five that belonged to a Boy Seaman awarded the DSM during World War I, plus 20 tallies from the period 1890

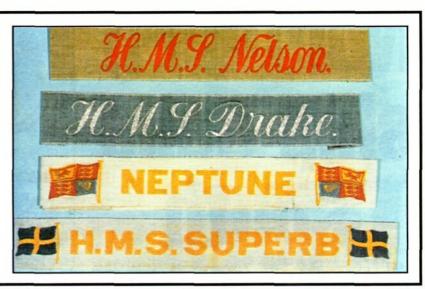
to the early 1900s when ships had their own tallies made.

Recently I disposed of 197 Australian, 151 Canadian, 362 French, 144 Sea Cadets, 21 Merchant Navy, 32 Italian, 22 German, 7 Finland, 6 Belgium, 5 Sweden, 4 Pakistan, 6 India, 3 Russian, 2 Oman, 1 Japan, 1 China, 1 Sarawak, 1 Kenya, 2 Argentine, 1 Trinidad & Tobago, 2 USA and 1 Eire as I am concentrating on RN

I also have Royal Naval Division tallies from World War I with the relevant metal badges issued to each Division formed.

I enclose a photograph of four pre-1900 tallies - others from different ships had

pale blue and pale green backgrounds. – C. F. Motley, Ingoldsby, Lincs
The sailor's cap with ribbon bearing the ship's name was originally established
as part of Uniform Dress 'By Command of their Lordships' in 1857 – Ed



# Maori mixed it with 'ABC' in Warspite

THE HEADING 'Too close for comfort' which appears in the August and September issues may deserve a third.

An incident I recall which nearly turned into a tragedy occurred in the summer of 1939 when our flotilla escorted

the C-in-C, Admiral Cunningham in Warspite, on a 'show the flag' visit to Istanbul.

En route back to Malta 'ABC' indulged in one of his 'specials', a manoeuvre primarily designed to assist him in assessing his assist him in assessing his commanding officers in ship handling.

Warspite was on a steady course but unknown speed, with one destroyer about 400 yards ahead of her.
The remainder were on her port

quarter in single line ahead and at a given signal these would increase to 25 knots and pass midway between Warspite and the ship ahead of her on to Warspite's starboard bow.

Ordinarily, this should have been a piece of cake – but not for Maori this time. Her rudder jammed and she cleared Warspite

by a whisker.

Her captain ordered slow, pulled out of the line and stopped engines (there was a danger that Maori would turn full circle and collide with Warspite which Cdr Brewer considered was not a good

Throughout this incident the orders given by the captain and the responses by the Coxn were in the most rational voices, as if everything were normal. Everyone heard these exchanges felt that if war came, which looked exceedingly likely, we could not be

Warspite hoisted a flag signal, for all to see, on the lines of 'What the hell do you think you're

doing?' Cdr Brewer said: "Yeoman, is there a flag signal for 'steering gear jammed'? If so, please make it." There was – and it reached the

masthead even as he spoke.

'ABC' responded: "Well done, but don't let it happen again". And nothing more was heard.

Except from HMS Cossack with

"Our sea boat was manned ready to pick up survivors". Cheeky. – A. G. Woonton, Stevenage.

• CLOSE CALL: HMS Maori, her steering gear jammed, crosses HMS Warspite's bow with inches to spare

# Short order **sailing**

READING the letter from G. Davison (November issue) about his stepson not going to sea for over a year reminded me of when I joined at HMS Royal Arthur at Corsham on June 7, 1949. The class I was in

joined our training ship HMS King George V at Torquay on June 17 and we sailed the following day. - D. King, Poole

# Dutch caps and pith helmets

RE junior rates caps (October issue, having a longer head than average I always found difficulty in balancing my cap on my

My only solution was to bend it out of shape and jam it on. In 1945/46 I was the only RN rating on board the Royal Netherlands Navy ship HNMS Soemba and I adopted the soft hat worn by the Dutch, and I believe also the Germans.

It proved to be very comfortable, yet it maintained a disciplined appearance, unlike the soft hat uised by the US Navy.

Why doesn't Admiralty get courage and consider running a comprehensive test? I forecast, with the ratings, the Dutch cap would win hands down. - R. Sampson, La Quinta, California

I AGREE with the CPO - the headgear in my opinion is just about the worst of any Navy in the world.

I cringe when I see it - there is absolutely no shape in it whatsoever. In my day, the 1940s, we could shape our own hats. – **B. C. Sansom**, Dover

I READ with great interest the article 'Pith helmets and straw hats' (September issue), but my experience somewhat differs.

As a Naval rating (Stoker 1st Class) on board the cruiser HMS Dragon stationed on the American

and West Indies Station 1935-37 I was never issued with either a straw hat or pith helmet.

I was told the crew of the previous commission had been

issued white pith helmets so I have always believed they were the last.

We had nowhere to keep them anyway - our kit lockers were not large enough to fold our kit, never mind pith helmets. – **J. B. Sinclair,** Rotherham

### Uckers rules, OK

I AM a member of the RAF and have recently been introduced to the wonderful game of Uckers. Although I have been told the rules and seen various printed versions, would it be possible to have a copy of the official rules as printed in BRs? – **SAC D. J. Miller**, Cranwell Sleaford.

I HAVE the pleasure of being Divisional Officer for New Entry/Junior Cadets at my Sea Cadet Unit and am always looking for ways of keeping them interested in matters Naval.

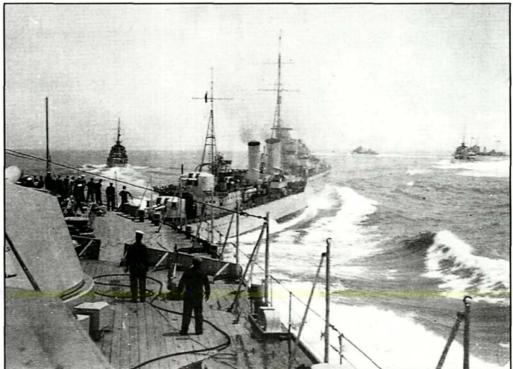
Navy News is a wonderful source of information in this respect and the item on 'Navy games' (June issue) is one I can really put to good use. I would therefore appreciate a copy of the formal rules for Uckers as I would use these on 'Fun Nights' when we take a break from the normal training syllabus. – **PO(SCC) Les Lamb**, Hebburn, Tyne & Wear.

MY CHILDREN and grandchildren love playing Ucke still use the board that I made in Malta in 1956. I would be very pleased if you could send me a copy of the formal rules as I believe they have changed over the years and I would like to get them back on track. – **M. Power**, Hobart, Tasmania.

Send an sae to Navy News in an envelope marked 'Uckers' and we will be pleased to oblige. - Ed

always be accompanied by the correspondent's name and address, not nec-essarily for publication. email correspondents are also requested to provide this information.

Letters to the Editor should



# Navy

No. 593 50th year

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# Fighting chance still denied MAs going outside

I WRITE to express my disap-pointment with the Royal Navy's Medical Services.

I left the RN in February 2003 as a qualified Medical Assistant. I completed medical training in September 1999 to gain the City & Guilds of London Institute Certificate in Emergency and

Primary Healthcare.
Although I have this qualifica-tion I am unable to get myself a

job in the healthcare profession.

I would like to know when the Royal Navy are going to stand by

Royal Navy are going to stand by their Service people and the commitment they have to them to 'Invest in People'.

I would like to know if the Royal Navy who spent thousands of pounds on my training have any intention to give worthwhile qualifications, such as state registered Ambulance Technician or more deservedly a state registered deservedly a state registered IHCD Paramedic, a job to which we seem to be more than qualified, giving us a fighting chance in the outside world. - G. Ayrton, Milton Keynes

Lt Cdr D. C. Follington of the Second Sea Lord's office responds:
It is regretted that you do not feel that this qualification is worthwhile. The City & Guilds qualification was introduced to the RN as the first step in recognising the initial medical training that Medical Assistants receive.

It provides evidence of underpinning professional knowledge and it is then expected that individuals would gain experience through their careers

The combination of the certificate and experience could then be used if a person subsequently sought alternative employment.

It must be recognised that the role of the Medical Assistant is unique to the Royal Navy with no direct equivalent civilian occupa-

The training which is provided to train Medical Assistants, whilst having some similarity, is not the same as that required for either Ambulance Technicians or State Registered Paramedics.

Work has been ongoing for some considerable time to gain

some accreditation or recognition with these and other similar organisations, but as yet no agreements have been made.

### Coffee to blame

ON EASTER weekend 1955 the RN went on LWE having been warned of a possible rail strike starting on the Monday – which duly happened. (We all travelled by bus or train in those days, not many of us had cars).

On the Monday my oppo and I hitch hiked from Durham to London, got the tube to Morden and started walking the 60 miles along the unlit road to Pompey – there were thousands of matelots

doing the same.

After four hours a WRAC captain gave us a lift to Liphook.

From there we walked to Waterlooville and then bused to the Trafalgar Club in Edinburgh Rd for a quick change into uni-form and a cup of coffee.

There were dozens of sailors

arriving by the minute and no doubt the same to the home ports and air stations in the UK.

I left to get on board ship by 7.30am, but my oppo stayed for an extra cup of coffee, saying "The Pusser will relent on late arrivals.'

It did not - and he and thou-sands of others were given punishment for being adrift. Oh, that extra cup of coffee ... - C. Taylor,

### Below the belt

HAVING read the letter from Cdr Doolan in the October edition relating to the RN Fitness Test, I could not help making a compari-son between the members of the guards from the 40s and 50s shown on page 7 and the members of the HMS Superb guard on page 14. Notice how slim the ratings

were in the earlier guards and compare them with the modern rating. There were no belts sitting

below a paunch then. Now I know that being slim as opposed to being chunky is not necessarily an indicator of good health and I know that health care has improved dramatically since the 40s, but I am willing to bet that the slimmer ratings then were a good deal fitter than the ratings of

Also, if there was a chunky rating in those days the belt would have been adjusted by the GI to fit correctly and to sit in the correct position, ie around the waistline. - B. Mitchell, Crawley

### Sister lost at Anzio

RECENTLY I contacted you re information on the St David hospital ship sunk off the coast of Anzio.

My grandmother's sister Winifred Harrison was Theatre Sister on board and went down

I cannot express my thanks enough to all those who have sent pictures and information - even

When we started this venture we thought it would be hard to find anything – how wrong we were. My mother has now travelled to

Anzio and placed a photo of Winnie in the Anzio Beachhead museum. They have been particularly kind

any memories, pictures and other artefacts that could be displayed We have been assured that Winnie will not be forgotten. Doing this research has made me

and I am sure would appreciate

just a photograph from World War Winnie was only in her 30s and died in an horrific way. I am fortu-nate, being 40, that I have not had to be involved with fighting - how lucky the majority of my genera-

appreciate a woman who was once

tion have been. It has been a learning curve, indeed – we take so much for granted. – **L. Hopcutt**, Ludlow, Shropshire.

# **GLOVES OFF WHEN?**

THE MOST interesting article and pictures of guards of honour with embellished rifles (October issue) poses the question: When did officers commanding guards stop wearing brown

I enclose a photo of the 'scratch' Royal Guard commanded by me in February 1945 on Merseyside and mounted in a go-down because of awful weather. – F. G. Jennings, East Preston,

# Whisky bottle that no one would open

I WOULD be eternally grateful if you could furnish me with information about a certain bottle of whisky.

During World War II the 6th Submarine Flotilla was based at South

Harbour, Blyth. Some of the men used to have a drink at the Astley Arms in Seaton Sluice.

One day or night late in 1939 a few of the men bought a bottle of Johnnie Walker whisky before leaving and decided to leave it behind until they came back. Alas, they never did.

That bottle stood unclaimed for many years but then it suddenly disappeared. Some say it was taken to the RN Submarine Museum – if so, please let me know as some ex-submariners still frequent the pub. – T. Russell, Blyth, Northumberland

The bottle of Johnnie Walker 'Red Label' – its seal still unbroken – is prominently displayed at the museum at Gosport. It was won in a raffle on Christmas Eve, 1939 by PO Tug Wilson and six other ship's company of HMS Seahorse. Tug gave it to landlady Mrs Lydia Jackson for safe keeping, saying they would collect it on their return. The bottle remained at the pub until 1964 when, on her retirement, Mrs Jackson passed it on to the Submarine Museum. In 1976, when visiting Blyth, the Commanding Officer of HMS Otter, Lt Cdr Conley, presented her with another bottle of whisky and a copy of his submarine's badge. – Ed

### **Pickle** survives

VICE Admiral Sir John Lea's letter (November issue) reminds me of the tenth anniversary of the renaming of Victory Barracks when in June 1984 HMS Victory signalled HMS Nelson 'From ship to shore – Happy birthday. When is the party?' is the party?'

The commander in Nelson rang Victory to ask whose birthday and

what party?
After it had been explained to him, Nelson's chefs made a cake and the Captain of Victory was invited to come ashore and cut it. – C. Addis, Bury St Edmunds

HAVING enjoyed the privilege of being Mess President at HMS Nelson (1988-94) Pickle Night became the most important event of the year. While the theme remains the same in all messes, the format may vary from formal mess dinner to re-enacting the lower gundeck with traditional fare. It is held not only in shore establish-ments but in ships at sea, including HMY Britannia when she was in commission.

It would appear that wherever one or more RN Senior Rates are gathered they have been known to organise Pickle Night to the bemusement of RAF or Army

The Pickle Christmas card was painted by ex-Seaman CPO Stan Morgan in 1990 and with his approval incorporated in the Pickle Night Survivors Certificate, presented to those who stand the pace and appear at champagne

It is also pleasing to see that HMS Pickle features in the plans for Sea Britain 2005 – perhaps the Messes who have upheld and furthered the recognition of this gal-lant little ship should be included.

– B. Wines, Waterlooville, Hants

For Christmas The Pusser's Rum 50ML Mini-Nelson Ship's Decanter & 200ML Hip Flask he 50 ML Minidecanter honours Vice Admiral Lord Horatio Nelson. This gallant, fearless, naval genius gave his life at Trafalgar on October 21st, 1805 when he defeated the combined navies of France and Spain without the loss of a single British ship while sinking or capturing 19 of the enemy. The 200 ML ceramic Hip Flask commemorates the tradition of the Daily Tot in the Royal Navy, which lasted for more than 300 years. The Daily Toasts of the Royal Navy are on the back of the flask. The "West Indies" on the front pays tribute to the Royal Navy's West Indian Station where the first rum isue began in the early 1700's. Each container is filled with Pusser's Rum, the authentic rum of the Royal Navy and the official rum of the RNA. TO ORDER, contact your local stockist, or

Alistair Neilson, Malcolm Cowen Ltd., London Tel 0208-965-1937

e-mail: info@cowen.co.uk

NAVY NEWS, DECEMBER 2003 www.navynews.co.uk



# <u> Helping Hands</u>



# Friends turn out for gunner Keith

RESPECTED field gunner Keith Trelfa was honoured by 25 friends and former colleagues when they hauled a gun through Weymouth.

Keith lost a lengthy battle with cancer earlier this year, leaving behind a devoted wife, Pauline, and a seven-year

Friends were determined to celebrate Keith's life in a positive fashion and staged a memorial field gun pull through the coastal town's streets, raising £2,000 for his family. Before leaving the Senior Service in 1990, Keith was a stal-

wart of the Fleet Air Arm's and RNAS Portland's various field gun crews during the 1980s. In an eventful RN career, he was the youngest member of

HMS Penelope's crew during the Falklands conflict, took part in a weightlifting world record side and a victorious Brickwood Field Gun crew.

Following the run through Weymouth - friends hauled not merely a gun but also a large poster of Keith to remind peo-ple why they were there – a reception celebrating his life was held, attended by 150 people.

"It was a moving and a proud event to take part in, and yet a happy occasion for all that supported and attended," said colleague CPO(AEA) Stephen Vitali.



# The Royal Navy & Royal Marines Children's Fund

Patron: Her Majesty the Queen

#### HISTORY

Children of the Royal Naval Services have providing charitable help to children of been supported for over one hundred years by the charitable funds, originally as orphanages but now in ways appropriate to present day needs, such as schools, homes, special needs establishments, holidays and in their own homes in times of family crisis

# The Royal Navy & Royal

Marines Children's Fund

Formed from The RN & RM Children's Trust and The RN & RM Children's

Home is the premier charity for serving and ex-serving personnel of the Royal Navy, Royal Marines, The Queen Alexanda Royal Naval Nursing Service, the former Women's Royal Naval Service and the reserves of these forces

#### HOW HELP IS ORGANISED

Consideration of every circumstance is given swift and sympathetic attention by people who understand the difficulties of service and seafaring life.

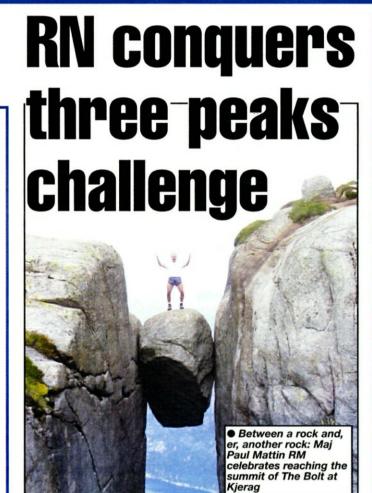
Applications can be made at any time. Those seeking assistance can contact the office direct for an application form.

#### The Royal Navy & Royal Marines Children's Fund

311 Twyford Avenue, Stamshaw, Portsmouth PO2 8PE

Applications and referrals should be made to:

Mrs. M. A. Bateman or Mrs. L. Smith at the address above or by phone Tel: 023 9263 9534



SAILORS and Marines are used to completing the Three Peaks challenge for charity.

But not this one. For a start, Scafell Pike, Snowdon and Ben Nevis didn't come into.

Instead, The Bolt, Pulpit Rock and Dalsnuten were all conquered in under 24 hours by a team from NATO's JHQ North at Stavanger in western Norway - the first time the challenge has been completed by the services.

The combined forces team – including Maj Paul Mattin RM and LWTR Pete Howell – set off before dawn so they could get around the three widely-dispersed

In the space of 13 hours, they

climbed 6,000ft, trekked 13 miles and drove 150 miles between the three peaks, raising more than £1,000 for mountain rescue ser-

The Bolt is a boulder wedged between two cliffs 3,000ft above a fjord; Pulpit Rock is a huge rocky outcrop which overhangs Lysefjord 2,000ft below and Dalsnuten is a peak which can be seen from the JHQ base.

"Although we were determined to complete the unique challenge as a team in one day, the buzz was even bigger because we never thought we could do the three peaks in 13 hours," said LWTR Howell.

"Some people leave Norway having not achieved that in three





mercy flight

STAFF at Flag Officer Sea Training in felt duty bound to respond to a distress signal when Toby the Bear needed a lift.

The 3ft tall cuddly toy is the charity mascot of Debenhams and flits around the country spending time in stores to promote local fund-raising initiatives.

The bear has most recently been in the Plymouth branch helping staff and customers raise cash for St Luke's Hospice in nearby Plymstock.

But when the firm's Torquay store decided they needed the cuddly toy, FOST offered to fly him the short distance across southern Devon to his new home using one of their chartered heli-

It was already due to fly over Torbay and crew volunteered to drop the mascot off before continuing military duties.





break from fund-raising

NAVAL aircrew and their families have 10 sailors and an African Grey parrot to thank for £1,500 being raised on their behalf.

HMS Ark Royal's unofficial ship's band Shy Talk left the carrier's home port of Portsmouth behind to trek up the A3 to Guildford

for a charity gig.
The rock band lost its most famous member, for-mer Commanding Officer – and rhythm guitarist – Cdre Alan Massey when he left the ship in the summer.

But it was Cdre Massey's appearance on a TV documentary playing guitar on coverage of Ark's Telic deployment that prompted former sailor turned publi-can Tim Millward to book the flattop rockers for a gig.

Tim, a former CPO com-municator, was touched by the plight of seven aircrew from 849 NAS killed during operations from Ark when their Sea Kings collided.

Shy Talk joined local rockers on stage, plus Benny the African Grey (a pub regular apparently) and Ark's Commander Cdr Paul Cook auctioned a prize of a day for two aboard the car-

The gig at the White Lyon, Worplesdon, boosted the Fleet Air Arm Benevolent Trust by £1,500.

# Glasgow's

CREW of veteran destroyer HMS Glasgow squeezed every inch of

ship for a good cause.
Glasgow slipped out of
Portsmouth at the beginning of November to begin a six-month spell in the South Atlantic as the

RN's regional patrol ship.

Crew are lined up for flag flying visits to Sierra Leone, South Africa and Brazil as well as providing reassurance to Falklanders while the ship is away.

They have also been asked to help out All Saints in Denmead, near Waterlooville, which has ties with churches in Ghana.

Worshippers had 20 boxes of Worshippers had 20 boxes of donations to go out to west Africa including baby clothes, books, basic medical aid and even a motorcycle which would have cost a fortune to send by air.

Glasgow's Commanding Officer Cdr Mike Wainhouse offered to help out when his ship called in at Ghana on her way south.
"We just about managed to

squeeze everything on board," said Glasgow's Lt Jo Wood. "The CO had made it quite clear that we had to find the space for these



# Walkies for Vince aboard Invincible

THE guide dog for the blind sponsored by HMS Invincible, appropriately named Vince, paid another visit to the flattop for her trainers to collect £250 from the POs Mess to sup-port the animal's continued education.

Vince is now six months old; the Royal National Institute for the Blind needs £3,000 to turn him from an ordinary dog into one trained to meet a blind person's needs.

# fellow fliers DORSET and Somerset's air

ambulance will continue to save lives in the counties thanks to the efforts of fellow aircrew from Yeovilton who gave it £750.

Officers from 702 NAS have spent the past six months fund-raising to help their counterparts

in the emergency service.
"We change the charity we support every six months to try to help as many of the good causes which rely on voluntary donations as possible," said 702 NAS commanding officer Lt Cdr Mark Davies.

The air ambulance has been helping out at emergencies for nearly four years, in which time it has flown 2,250 sorties from its base at Henstridge. The helicopter can reach most sites in the two counties within 20 minutes.





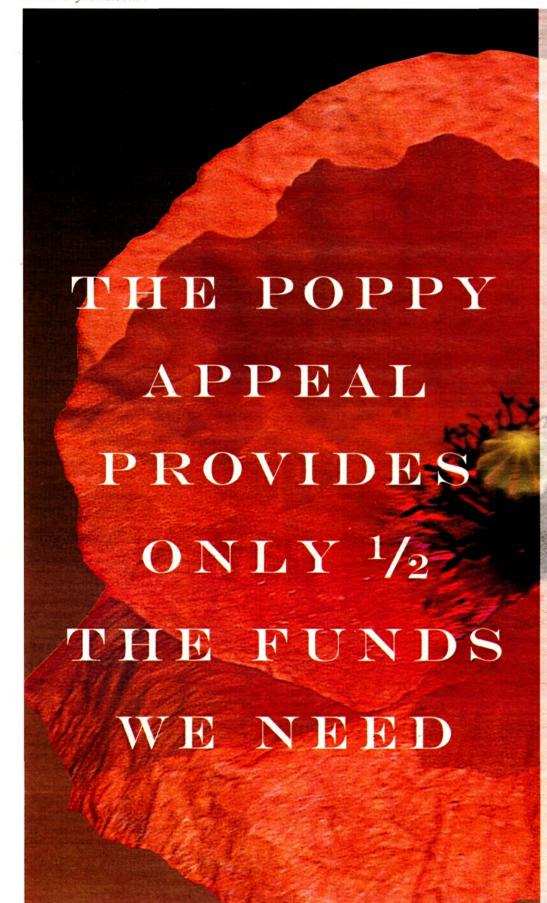
#### British Limbless Ex-Service Men's Association

BLESMA provide for those who have suffered the loss of limb(s) in the service of their country and also for their dependants, especially, their Widows. Whilst we do not wish to gain new Members, general service life, accidents and conflicts such as the current situation in the Gulf Region makes it inevitable that we do. We are here to offer advice and assistance in the rehabilitation and recuperation processes especially in the early days following their loss. For our elder Members our two nursing homes provide permanent residential and convalescent care for them and dependants alike.

At this time of Remembrance, please consider making a donation or organising a fundraising event or project on our behalf. We have much still to do and with your help we shall continue to do so

BLESMA, Frankland Moore House, 185-187 High Road, Chadwell Heath, Romford, Essex RM6 6NA Tel: 020 8590 1124 Fax: 020 8599 2932 email: blesma@btconnect.com

website: www.blesma.org



The Royal British Legion is dedicated to help serving and ex-service men and women and their families...

...1,000 people are helped to visit war graves every year

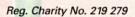
...over 300,000 calls for help are answered every year

...54,000 people are helped with war pensions every year

...5,000 people are helped with a stay in our homes every year

...100,000 visits are made each year to the housebound or those in hospital.

If you are interested in joining The Royal British Legion, would like to make a donation or require further information, please call 08457 725 725. Alternatively, visit our website @ www.britishlegion.org.uk





NAVY NEWS, DECEMBER 2003 www.navynews.co.uk

# <u>People in the News</u>

# **Keeping** it in the RN family

A BRUNEL following in his father footsteps may seem like a page out of the history books. But Ben Brunel has aircraft

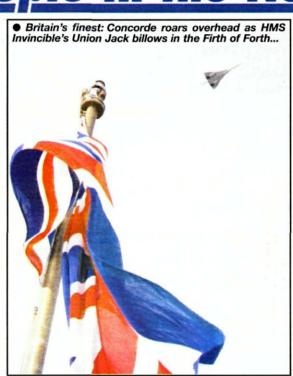
handling not engineering on his mind after passing out of HMS Raleigh, watched by his father and

The 18-year-old from Plymouth has now moved on to RNAS Culdrose to complete specialist training in firefighting and moving aircraft around flight decks.

His father joined the RN via HMS Ganges 28 years ago and currently works with the Diversity Action Team in Birmingham.

Another father-son team now in the Senior Service is MEM Luke Cunningham from Plympton and his father WO Jim, based at at HMS Drake.

Luke has passed out at Raleigh and moved to HMS Sultan to com-plete his engineering training and continue playing rugby.





...as aboard former HMS Gannet engineer Richard Taylor and his mum sip champagne at Mach 2 Pictures: Richard Taylor and PO(Phot) Paul Smith

# Concorde flight

machs their day

CONCORDE bowed out with ex-sailor Richard Taylor on her final flight as crew in HMS Invincible were treated to a surprise airshow by the supersonic

The former WEM(O) who served in HMS Fearless and most recently at Gannet won tickets to fly in the fabled aircraft on her last

day in the air.
And as Concorde roared over the Firth of Forth using up fuel ready to land at Edinburgh airport, crew of HMS Invincible were treated to a surprise flypast.

The carrier was anchored near the Forth bridge following her recent involvement in NATO exercises off Scotland.

PO(Phot) Paul Smith grabbed a few shots of the passenger jet before she touched down.

Meanwhile above, Richard and his mum Olwyn – his girlfriend isn't a fan of flying - were enjoying a champagne lunch with a select group of passengers.

The weapons engineer won the flight in one of his last days in the RN, which he left this summer after 16 years.
"It was everything I'd expected

it to be - and more," the 33-year-

old enthused.
"You look out of your window into the deep blue of sub-space as you're reaching Mach 2. "I feel very honoured to have

been on her final flight. A trip on Concorde has been a dream since I was a youngster.

"It was also strange because this was the same Concorde which had flown over me when I was in the ceremonial Guard of Honour for the Golden Jubilee last year."
The former rating concedes why the supersonic passenger jet had to be taken out of service, however.

"If I was going to pay thousands of pounds for a flight I'd expect it to last three months not three hours," he added.

But now the age of air travel takes a massive step backwards because it's going to be a long time before civilians travel at supersonic speeds again.'



# **Wartime hero sheds** light on naval exploits

by a war veteran's tales of luck and bravery when he dropped in on orthern

Lt Cdr David Mullan has rarely shared his wartime memories, but poured them out to Lt Cdr Peter Archdale, serving with today's RN in Northern Ireland during a visit to front-line units in the province.

The pensioner from Newtownabbey joined the Merchant Navy in 1937, but within a year signed up for the RNR. When war broke out he found himself serving in HMS Exeter, hunting down Hitler's pocket battleship Graf Spee. Off Montevideo in December

1939 the RN finally caught up with its prey and engaged. "Suddenly there was a massive explosion, the ship rocked and thick smoke filled the air," said Mr Mullan. "I didn't know it then but in that explosion

You just had to keep going.

Later in the war he found himing doomed PQ17 in 1942. Of 32 ships which left Iceland, just eight reached Russia.

"It was about 2am and bitterly cold," Mr Mullan recalled. "Three ships had just been torpedoed. The whole sea was ablaze and was full of survivors. We couldn't stop - to rescue those men would have been suicidal."

Within six weeks, the sailor had changed theatres and was taking part in the abortive Dieppe raid, another massacre. Half the men who landed in France were either killed or captured.

His final major wartime exploit came at Sword Beach, June 6 1944, when he was responsible for four landing craft putting 2,500 green berets ashore.

# **News in brief**

Holstein caught up with his name-

sake when she visited Birkenhead. The 84-year-old, who served the RN between 1939-1945, was treated to a tour of German frigate Schleswig-Holstein.

It was the first time since leaving the RN that the ex-sailor had been back aboard a warship.

"I've been intrigued by my surname but I've never been able to trace it very far back," the pen-sioner from Liverpool said.

"I was obviously interested in its name and as a former seafarer I was also keen to see a modern warship.

The warship's captain sent Mr Holstein a ship's cap as a memen-to, and a handwritten letter after the pensioner asked for a name tally to take home.

A previous Schleswig-Holstein, a pre-dreadnought, fired the open-ing shots of World War II by bombarding Danzig - today Gdansk early on September 1 1939.

■ THE top man in the Navy's 'part time air force' dropped in on RNAS Culdrose to see fellow reservists being trained.

Capt Andy Barnwell, head of the RNR branch of the Fleet Air Arm, dropped in on the Cornish base to see how reservists fitted in with their full-time counterparts.

The RNR is 411 men and women strong, with 155 Air Branch Reservists attached to Culdrose with its front-line units as well as in air traffic control, engineering and training duties.

Capt Barnwell served in the Fleet Air Arm as a pilot for 12 years from 1976, before joining British Airways to command Boeing 757 and 767s and ultimately Concorde.

■ SUBMARINERS Cdr Gavin Short and Lt Cdr Martin Cropper are soaring after qualifying as glid-

er pilots. The Devonport-based duo picked up their certificates separately in Devon and Spain and fly their own glider out of Brentnor,

■ JUNIOR HMS Invincible offi-cer Lt Richard Bowie is this year's winner of the Armourers' and Braziers' prize for the best officer student in weapons engineering at Southampton University. Lt Bowie joined the RN as a

WEA before being selected for promotion to officer during his time with HMS Sovereign. He attained a 1st class hon-

ours degree at Southampton, which is regarded as one of the centres of excellence for electrical/electronic engineer-

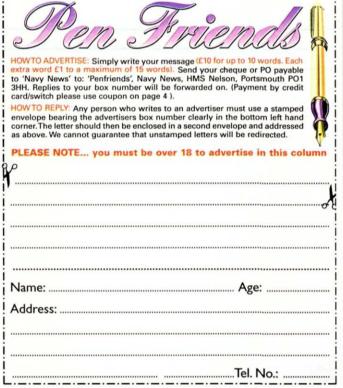
■ TROOPER Anthony Holmes got his sea legs when he joined his unit's affiliated warship, HMS Richmond, for a month.

The Green Howards soldier sailed with the frigate on her journey back from Operation Telic.

He accompanied crew through the Suez, Mediterranean and visits to Rhodes and Gibraltar and received his lance corporal stripes from Richmond's CO Cdr Wayne Keble.



 Lt Cdr Peter Archdale admires war veteran David Mullan's glittering array of medals



ATTRACTIVE SINGLE FEMALE, Seeks genuine male friendship/relationship. Box Dec 1

MALE, 35, 5' 6" tall, enjoys life. Seeks similar female. Box Dec 2 SMALL REDHEAD with bubbly

outgoing personality. Looking for older serviceman. Box Dec 3 GERRY, 35, LUKE 27, Gallant,

active, fit submariners, (Plymouth).

Seeks sexy letters plus photos (18-40). Come on girls! Box Dec 4 INTELLIGENT LADY, 54, creative

writer. Seeks a single male penpal. Box Dec 5 BEV, 34, 5' 8", BLONDE hair, blue

eyes, bubbly and friendly, enjoys

music, socialising, meeting people. Box Dec 6 I WOULD LIKE a penpal in the Navy. I'm a bubbly sort of person and would like someone for friendship.

I have long hair, greeny-blue eyes. Box Dec 7 RM to share interests in cars, art, wine

and travelling. Thank you. Box Dec 8 SINGLE MUM, 41. Seeks genuine male penpal, age 35-45. Box Dec 9

DIVORCED FEMALE, 40. Seeks caring guy to share long letters and friendship. Box  $Dec\ 10$ 

NORFOLK BROAD 37, single mum, GSOH, cuddly and bubbly. Seeks unattached male with GSOH. Box Dec 11

STYLISH PRETTY EARLY 50'S Lady. Seeks Gent for the nice things in life. Box Dec 12

SINGLE FRIENDLY, caring, loving Gentleman age 34, Portsmouth area. Seeks loyal unattached, pretty attractive female Service Woman GSOH, relationship. Box Dec 13

5' 6" BLONDE, CURVY Lady, 39, lively, GSOH. Seeks caring Service penpal for friendship and fun. Box Dec 14

VERY CARING HONEST Sailor, 35. 6ft, b/blue, athletic. Seeks female with a heart of gold. Box Dec 15

LADY, BUBBLY PERSONALITY. Seeks male penfriend, similar nature. Box Dec 16

#### PERSONAL

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NAVY NEWS, DECEMBER 2003 11

# <u>People in the News</u>





# Fishy turn for divers off Belize

SENIOR divers left the murk of UK waters behind to chase turtles and exotic fish – and pick up skills they can pass on to colleagues by visiting the waters off Central America.

A team of instructors from the

A team of instructors from the Defence Diving School headed off to Belize for a two-week expedition to hone their skills in waters not cluttered by the muck which creates poor visibility for divers at home.

The team picked the waters around the Blue Hole – a famous

deep-diving spot off Belize – for Expedition Pelagic – Oceanic – Tiger

Lt Allan Youp, head of diving training support at the Defence Diving School in Portsmouth, was part of the RN contingent and said the experience was a world removed from the joys of Horsea Lake.

"Belize is blessed with the second largest reef in the world, which provides numerous gullies, dropoffs, walls and the occasional swim through. Gullies in the reefs were home to morays, lobster and the occasional crab the size of a tank," he explaine

The RN officer picked up the nickname 'Nitro' after suffering the effects of nitrogen narcosis during one deep dive. Luckily Royal Engineer Captain Chris Jarvill was on hand to help out.

And first aid expertise came to the fore when a young boy snorkelling near the expedition suffered a shallow-water blackout.

The Service divers pulled the youngster on board their boat and gave him oxygen until he showed clear signs of improvement – acting on training they had received back in Blighty.

# TV's Alan blooms for Mary Rose



TELEVISION gardener and novelist Alan Titchmarsh helped naval buffs re-launch a flower to look after Henry VIII's flagship Mary Rose.

Alan visited the raised shipwreck in Portsmouth's historic dockyard to mark the 21st anniversary of her being lifted from the seabed in 1982.

Rose expert David Austin was so inspired by the sight of Henry VIII's flagship emerging from the depths 21 years ago that he named one of his new roses after the vessel.

The rose has been around for two decades, but bosses of the Mary Rose Trust wanted to re-invigorate interest in the flower – and the ship – by marketing it actively again.

Alan dropped in on the Porter's Garden in the yard – opposite the Mary Rose museum – where one of Mr Austin's flowers grows.

The rose – its official name is Australy – is a pink loose.

The rose – its official name is Ausmary – is a pink, loosepetalled plant which blooms throughout the summer and early autumn.

The Mary Rose rose can be bought via the dockyard shop for £9.99 with some of the proceeds going to The Mary Rose Trust for every rose sold.

# **News in brie**

■ STUDENTS broke away from the landlocked East Midlands to sample life by the sea as part of efforts to find fresh blood for the RM and RN.

A group of students from Burton College in Derbyshire on courses which prepare them for life in the armed or emergency services spent two days in Portsmouth getting a grip on life in the RN.

The youngsters took the Naval swimming test at HMS Temeraire, toured Ark Royal and Liverpool and chatted to crew.

They stayed aboard cadet training and accommodation ship HMS Bristol.



 Rear Adml Davies at the end of his fitness test jog

■ THE RN'S head of training, Rear Admiral Peter Davies, proved he can still keep up with the next generation of sailors.

The Flag Officer Training and Recruitment led from the front when he took his fitness test at HMS Collingwood. He completed the 2.4km run

He completed the 2.4km run in 10.13mins, one minute under the time set for sailors aged under 25.







# Your Washing or Your Wife?

Not much of a question really. Strange then that only 1% more families prefer to insure their lives than their washing machine.\*

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\* 49% of people have life cover, 48% insure their washing machine. This information is from the Bright Grey Protection League and is based upon an ICM omnibus survey of 1,000 British adults conducted August 2003.







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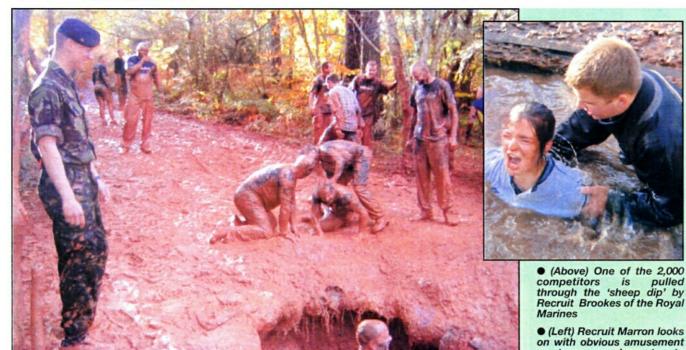
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NAVY NEWS, DECEMBER 2003 www.navynews.co.uk



Queue for Q's fleet

THE QUEEN'S Harbour Master (QHM) at Portsmouth Naval Base, Cdr Tom Herman, has put out a call for a 50-strong vol-

Base, Cdr Tom Herman, has put out a call for a 50-strong vol-untary force of leisure-craft users to enhance harbour safety. The Volunteer Harbour Patrol (VHP) is focused very much on safety, not security – which remains in the jurisdiction of the Ministry of Defence Police and military personnel. This initiative follows on from QHM's full-time patrol launched last spring, which has proven a great success in the harbour. Cdr Herman said: "The measure has reduced the number of reported incidents in the harbour entrance, but

narbour. Car Herman said: "The measure has reduced the number of reported incidents in the harbour entrance, but there are other areas where patrolling could make a valuable contribution – so more people and vessels are needed.

"My aim is to share the ownership of safety in the harbour with other users, and the VHP will do this by allowing all to contribute to its running."

The volunteer force will assist the full-time harbour patrol during busy periods and provide a pool of trained manpower to marshal craft during special events.

to marshal craft during special events.

Volunteers must be at least 17 years old and qualified to RYA Safety Boat standard and either RYA Dinghy Level 2 or Day Skipper standard. Prospective candidates should obtain an application form by writing to: QHM VHP, Semaphore Tower, HM Naval Base, Portsmouth PO1 3LT.

# as team members try to extract themselves from the 'crocodile pit'

sheep dip!

MORE than 2,000 competitors travelled to Devon to take on the Royal Marines Commando

Challenge, in conjunction with Gemini FM.

The weekend was centred on the Royal Marines Endurance obstacle course over rough ground, tackling water, bog and mud barriers and flooded

water, the competing teams net-ted over £75,000 for local chari-

WO Simon Wright RM from the Commando Training Centre RM (CTCRM) at Lympstone said: "The endurance course is said: "The endurance course is one of the harder physical tests Royal Marines trainees have to pass to become RM Commandos. All the competitors appear to have thoroughly enjoyed the experience and it is fantastic that so much money can be raised for local charities."

The event was marshalled by Physical Training Instructors and Royal Marine Recruits from the

# Mud, sweat and

Course, a two-mile extended Undaunted by cold, mud and

# Lympstone base. Six-wheel drive for **Diving Unit**

BOMB disposal experts in the west country have new vehicles to get to more locations more quickly. The team at Southern Diving Unit 1 has relied on a Land Rover and trailer to move their equipment about in the past.

But the Devonport-based experts have been given two Pinzgauer trucks to reach call-outs in future, each much better equipped than the old

The Pinzgauers, which with their six wheels can conquer almost any terrain, have been fitted with satellite navigation and radio communications and carry the team's RIB on the roof

CPO Dan Archer, the unit's chief diver, said the new vehicles would make a huge difference to the team, which deals with around 250 callouts each year, tackling 12,000 items of ordnance in the process.
The RN has ordered nine

purpose-built Pinzgauers for its diving units in Portsmouth, Plymouth and Faslane.

DEVONPORT submarine HMS tronic warfare.

submitted consistently high-quali-ty submarine electronic warfare records during the previous year.

submarine sonars and radar.

The Trafalgar-class submarine has now begun a major overhaul period, and is expected to return to active service in August 2006.

families to shout out on housing

THE SECOND Sea Lord Vice Admiral James Burnell-Nugent has spoken out about the state of Service accommodation for Naval families.

**2SL tells** 

In a signal sent out to all units the Admiral highlighted his concerns about Service Housing and stressed the need for those people unhappy with the current state of their accommodation to follow cor-rect procedure in recording their complaints.

"After six months in office and having visited all base ports, air stations and many other Royal Navy and Royal Marine units, it has become apparent to me that there are wide variations in levels of satisfaction with the maintenance service pro-vided by the Defence Housing Executive (DHE) and their subcontractors in family quarters," said the Admiral in the signal.

He continued: "I am also aware that over the years a persistent source of criticism of DHE has been the length of time taken and poor quality of workmanship associated with routine maintenance and defect rectification.

"The proposed solution to these problems is the use of prime contractors, one for Scotland and one for the rest of England and Wales. At the heart of this system will be a call centre system for defect repair.

"The aim is that at the initial call to report a defect, firm arrangements will be agreed for personnel to visit and carry out the repair.

### **Devonport boat** nets EW trophy

Talent has won a trophy for elec-

The prize, sponsored by Thales, was netted by the submarine during an intensive year of varied challenges, including an opera-tional patrol and major exercises including Northern Light and Strong Resolve.

The crew was judged to have

Electronic warfare data takes the form of recordings of sounds, vibrations and other non-visual evidence of the presence of 'enemy' vessels picked up by the

The call centre system has been on trial in the Northern region where it has been very successful and has brought significant improvements

in customer satisfaction."

Adm Burnell-Nugent conclud-"This system was introduced on October 1 this year in Scotland as part of a prime contract being run by Defence Estates. However, in England and Wales the new system is still some two years away and it remains as important as ever to the management of the DHE and the raising of standards in our accommodation that defects are properly reported.

"Without wishing encourage a litany unnecessary complaints, I would urge those who are dissatisfied with the level of service from DHE or their subcontractors to ensure that your complaint is documented properly. Guidance for this is laid out in the complaints reporting proce-dure in the Family Quarters occupants handbook.

"This will ensure that the full quality of service is clearly visible to DHE senior management.'

Senior management at the DHE, that provides families accommodation for personnel across all three Armed Forces, have welcomed 2SLs signal, strongly endorsing his final mes-sage that anyone with problems follow the official procedure set

out in their occupants' handbook.

The call centre trial in the Northern region mentioned by Adm Burnell-Nugent has seen 70% of respondents satisfied with the timeliness of repairs, 76% satisfied with the standard of the work, and 71% satisfied with the overall repair service.

This stands in comparison with a general customer attitude survey carried out for the DHE that (56%) of respondents were satisfied with the general level of the DHE housing service, and 64% with the general standard of accommodation.

The DHE have stringent targets to meet on repairs, and over the 2002-2003 period results show that: emergency repairs carried out within 24 hours of notification – performance 88%, target 95%; urgent repairs carried out within five days of notification – performance 85%, target 90%; routine repairs carried out within two months of notification - performance 98%, target 95%.

#### **Plymouth** arrives in

FORMER RN frigate HMS Scylla has embarked on the first stages of a new lease of life - as a sunken reef to create a wildlife habitat and for use by leisure divers.

The Leander-class ship, which was taken out of service in 1993, has been towed to Plymouth, where she will be prepared for her final trip - a short move west to Whitsand Bay, where she will be sunk to form an artificial reef.

The National Marine Aquarium at Plymouth took over the project from the Artificial Consortium earlier this year, and is looking to finalise contracts for the preparation and cleaning-up of the

ship in Plymouth. Work is expected to begin shortly, and she may be ready to be sunk by April.

Scylla left her home for the past decade - Portsmouth Harbour and arrived at her former home port of Devonport in November. She was the last frigate to be built in the city.

Cowie, Melanie Communication Manager for the National Marine Aquarium, said: "It is important that Scylla was towed to Plymouth prior to the winter weather closing in.

"Once contract negotiations with DML are complete, we anticipate the conversion work to start

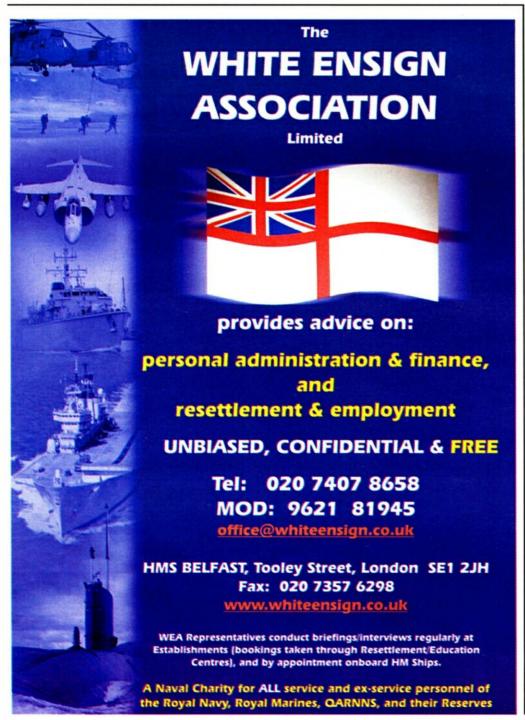
at the end of November.

The Aquarium's Head of Education Kelvin Boot said: "This is a fantastic opportunity to watch a fascinating new habitat on the sea bed off Plymouth develop over the next few years.

"It will provide homes to a wealth of undersea wildlife. Cutting edge technology will enable us to show colonisation as it actually takes place.
"It will be the ultimate reality

programme as characters move in and live out their lives.

HMS Scylla was launched in August 1968 and commissioned on February 2, 1970.



# Titanic scramble Hoon praises for naval hero's **private papers** HE'S BEST remembered for his efforts on the night of Britain's worst mar-

itime tragedy.

But this rare portrait of Titanic hero Charles Lightoller in RN uniform goes under the hammer this month in an auction of naval and maritime mementoes

Auction house Sotheby's is selling 500 paintings, photographs, models, ceramics and items

● A rare portrait of Charles Lightoller as a commander, late in the Great War – valued at £200-£300 – and, below, a menu from the first meal from Titanic's brief period on sea trials,

valued at £8,000-£12,000 M.S."TITANIC" HORS D'ŒUVRE VARIES CONSOMME MIRRETTE CREAM OF CHICKEN SALMON SWEETBREADS ROAST CHICKEN SPEING LAMB, MINT SAUCE BRAISED HAM & SPINACH CAULIFLOWER BOVIN & BOILED POTATOES GREEN PEAS GOLDEN PLOVER ON TOAST SALAD PUDDING SANS SOUCE PEACHES IMPERIAL

 Above right: Rare snapshots from Titanic's brief history taken from Charles Lightoller's personal papers

# Daring steps bring Type 45s closer

THE FUTURE destroyer fleet has taken two great steps towards completion with work beginning on the class in Portsmouth as orders were placed for its key weapon.

Naval base commander Cdre Amjad Hussain performed the honours as production of the mast of HMS Daring, the first of 12 planned ships in the Type 45 class, was started in

a new £50m shipbuilding facility.

Construction of the Type 45s is being shared between the VT Group in Portsmouth and BAE Systems in Scotland and

BAE began work on Daring earlier this year on the Clyde. will build the mast and bow sections of the vessels, which will be assembled at one of BAE's sites.
"This is an historic moment, a milestone for Portsmouth

and for the Royal Navy. We are creating 21st century ships for a 21st century Navy," said Cdre Hussain. Daring will be the first vessel constructed for the RN in

ortsmouth since Leander-class frigate HMS Andromeda hurtled down the slipway 35 years ago. The bow of Daring should be floated out of Portsmouth in 2005.

Meanwhile, the Navy has invested £278m in Aster 15 and 30 surface-to-air missiles which will form part of the Type 45's main defensive weapon: PAAMS, the Principal Anti-Air Missile System.

The missile – a joint Anglo-French-Italian project – will work with the UK-designed and built Sampson radar to defend the future fleet against air attack.

It uses revolutionary 'pif-paf' jets - the name derives from the sound the rocket motors make as they fire off - to move

 An artist's impression of a Type 45 launching an Aster missile

Titanic items make up just 20 lots, but it is these reminders of the great ocean liner which are generating the greatest interest - especially some of the personal effects of Lightoller.

As Second Officer of the liner he was the senior survivor among the crew from the 1912 disaster. He had overseen the evacuation of passengers on Titanic's port side and clambered on to the final lifeboat to leave the stricken ship after she struck an iceberg on her maiden voyage.

But Lightoller's post-Titanic



# **Numbers on** the up in RN

THE Navy's front-line strength has risen noticeably during the past 12 months according to number experts at the MOD.

The full-time trained strength of the RM and RN rose by 2.7 per cent in the 12 months to October

The Senior Service stands 37,460 trained men and women strong says the Defence Analytical

Services Agency. Despite the gains, the RN remains short of 10 officers and 1,110 other ranks to bring front-

line personnel to full strength.

The outflow of trained personnel fell by 3.3 per cent in the past 12 months, with 3,610 sailors and

marines opting for civvy street compared with 3,730 in the previ-

### All roads lead to Rome for **HMS Portland**

MEDITERRANEAN guardship HMS Portland has been brushing up on her helicopter-handling skills.

serving with NATO's Standing Naval Force, Mediterranean, received a specialist team from the UK to ensure aviation standards aboard were up to scratch.

Complex exercises, including weapons loading, refuelling and day and night flights were carried out under the eye of experts from

the Flag Officer Sea Training. Between NATO duties training, Portland has called in at Genoa – where crew took part in a Remembrance Service – and a flying visit to Civitavecchia, Rome's port, so crew could sample the eternal city - although some sailors got no further than the nearest TV airing the England-France rugby clash.

■ Follow Portland's deployment at www.navynews.co.uk

career is equally dramatic. Two years after the disaster he was pressed into RN service as a lieutenant and served in the liner Oceanic, hastily converted to a

The ship ran aground a month into the 1914-1918 war and Lightoller found himself overseeing her evacuation. In a varied World War I career, the officer served as a seaplane observer, torpedo boat commander and destroyer captain, sinking UB110 by ramming her in HMS Garry in

He left the RN at the war's end with the rank of commander - the portrait to be auctioned at Sotheby's dates from this period.

A generation later, he took his motor yacht Sundowner to Dunkirk to evacuate British forces and brought more than 120 men off the beaches. He spent the rest of the war serving the RN's Small Vessel Pool, finally being demobbed aged 72. Lightoller's artefacts, including

a menu from Titanic during her trials - valued at up to £12,000 - and a letter to his wife written after the sinking and his unpublished account of the tragedy are being auctioned on behalf of his descendants.

As Titanic's highest-ranking survivor, interest in his artefacts is considerable explained Catherine Southon, Sotheby's head of modern works and art.

"It's amazing after all this time that there is still so much interest in Titanic. The hype surrounding James Cameron's film has not really died down and prices relating to items connected with the ship have shot up," she added. "Titanic items account for just

20 of around 300 lots, but they're the ones which people are interest-

Also going under the hammer is a book stand made from Nelson's flagship at Naples and pottery celebrating his victory at Trafalgar from 1805 and the 100th anniversay of the battle in 1905.

The auction takes place on December 2 at Sotheby's New Bond Street HQ in London.

DEFENCE secretary Geoff Hoon led tributes to reserve servicemen and

women and their employers for their efforts in the last year.

Mr Hoon joined senior officers and business leaders at a dinner marking the first birthday of a campaign to raise awareness and understanding of the reserve forces in the business community.

Deputy CINC Fleet, Vice Admiral Mark Stanhope, represented the

RN, which called up reservists for duties in Britain and in the Middle East theatre to support the campaign to oust Saddam Hussein's regime.

The Supporting Britain's Reserves and their Employers campaign

SaBRE – was set up in October 2002 to ensure that business understood the needs of Britain's part-time military forces and that the MOD in turn understood the position of employers.

Operations in the past 12 months have seen 7,500 reservists called up – principally in connection with actions in the Arabian Gulf.

Mr Hoon said the MOD would make every effort to keep bosses better

informed about their workers when called up on reservist duties.

"The Armed Forces cannot function on major operations without reservists and the reserve forces cannot function without the consent if not the support of employers. Men and women of our reserve forces bring vital expertise and play a part in Britain's defence effort," the Minister

Deputy CINC Fleet Vice Admiral Mark Stanhope chats with Debbie Speakman of SaBRE, Greater London, and Andy Williams, UK Operations Director, Manpower





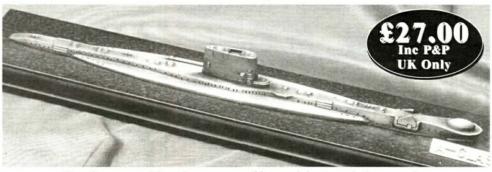


# A CLASS SUBMARINE

#### Model based on HMS Alliance 1962

As preserved at Royal Navy Submarine Museum, Gosport.

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# **Division** memorial back in heart of London

AFTER 52 years in the leafy location of Greenwich, the memorial to the Royal Naval Division has returned to its original home at Horse Guards Parade off Whitehall.

The rededication ceremony was led by Prince Michael of Kent, accompanied by the First Sea Lord, Admiral Sir Alan West, who

Lord, Admiral Sir Alan West, who laid wreaths in honour of the unique formation that saw 45,000 casualties during World War I.

The onset of World War II caused the monument to be moved from the corner of Admiralty Building, where it had been first sited in 1925, to the Royal Naval College in Greenwich. Greenwich.

An appeal was launched when the College closed to bring the memorial back to its rightful home in the heart of London.

The ceremony concluded with an emotive rendition by the Royal Marines Band Lympstone of 'The Elegy to Rupert Brooke'.

The poet's famous lines "If I should die, think only this of me; that there's some corner of a foreign field that is forever England" were written by Rupert Brooke a sub-lieutenant in the Royal Naval Volunteer Reserve who served in the Royal Naval Division.

Winston Churchill, at that time first Lord of the Admiralty, formed the Royal Naval Division in 1914 drawing on surplus RN manpower and the Royal Marine

Light Infantry.
In its history the Division won a number of distinguished awards, including seven Victoria Crosses.

### **Big plans at Chatham for 20th birthday**

CHATHAM Historic Dockyard have revealed their schedule of celebration events for 2004.

The next year marks the twentieth since the regeneration of the former Naval dockyard.

Events and exhibitions include: a primary school project to create a large mural showing the dockyard's 400-year history; Medway Festival of Steam and Transport; HMS Cavalier's 60th anniversary celebrations; a military music and display evening tattoo; a sixties festival; a Victorian charity fair; and Heritage Open Days, revealing parts of the dockyard not nor-

mally open to visitors.

For more information, telephone 01634 823800.



Picture: LA(Phot) Emma Somerfield

**Naval aviation** 

chief looks to

the future

# remembrance

A VISIT to the Orkney Islands by Rear Admiral Nick Harris, Flag Officer Scotland, Northern England and Northern Ireland (FOSNNI) proved a time of remem-

The main focus of the Admiral's visit was to attend the annual wreath-laying to commemorate the men of HMS Royal Oak who lost their lives in 1939.

Divers from the Northern Diving Group carried out the annual replacement of the White Ensign

on the wreck.

During this first visit by FOSNNI to the Scottish islands, he also visited the wartime defences of the Churchill Barriers and the Italian Chapel on the site of a World War II Prisoner of War camp.

Mine countermeasures vessel HMS Walney acted as flagship for the visit, a moment of reflection in the minehunter's busy pro-

The earlier part of the MCMV's year had been spent with a NATO Force hunting mines in the Baltic Sea, and her visit to the Orkney Islands was part of her return from trials off the coast of Norway.

Adm Harris inside the Italian Chapel of a WWII Prisoner of War camp on the Orkney Islands

# **Unrivalled medal** collection kept for posterity

ONE of the most important collections of Naval medals is to be preserved for the nation. The Royal Naval Museum in Portsmouth has acquired more than 500 medals, clasps and awards gathered by one of the world's foremost experts of RN decorations

Capt Kenneth Douglas-Morris capt Kenneth Douglas-Morris

known by friends as Douggie –
served the RN with distinction for
35 years, including the Arctic,
Atlantic, Mediterranean and
Normandy landings.

But beyond his distinguished

RN career he sought to collect the medals of heroes from the Navy's illustrious history – and crucially record the stories of those heroes.

Historians say the collection amassed by the retired officer by the time of his death in 1993 was of priceless human and historical

Under Capt Morris' will, 400 medals from the pre-1840s have already been given to the museum in Portsmouth historic dockyard.

Ten years on from his death, the museum has secured medals from 1840 to the end of World War II.

Highlights of the newly-acquired material are the medals of Sir Arthur Wilson, who won the VC in the Sudan in 1884, awards to men serving with the Naval Brigades in the Boer War and gallantry decorations for the Battles of Zeebrugge, River Plate and North Cape from 20th Century

conflicts.
"To know that this collection

has a permanent home is wonderful news," said RN Museum deputy director Colin White.

"It's a unique record of Naval activity, but also just look at how many of the gallantry medals from the 10th colors." the 19th century were won for actions not at sea, but on land, by sailors serving in Naval Brigades."

■ For further information visit the Royal Naval Museum website on www.royalnavalmuseum.org or telephone 023 9272 7562.



ELIGIBILITY criteria for the released by the Ministry of

Categories of personnel

■ Royal Navy, Royal Marines, Army or Royal Air Force personnel and

time with the RN, Army or RAF during the qualifying period provided they wore the approved uniform of their

qualifying categories described above.

Qualifying service for each of these categories will be 30 days or more continuous service in the Suez Canal Zone between October 16, 1951, and October 19, 1954

the criteria, including the geographical boundaries of the Suez Canal Zone, and the

Veterans or family members who wish to apply should write to the appropriate medal office supplying their full name, date of birth and Service number. Next of kin will be required to supply

supporting documentation.
All claims will be checked against official records to

If you are unsure about your eligibility, write to the relevant medal office with your details:

RN Medal Office, Rm 1068/
RM Medal Office, Rm 038, Centurion Building, Grange Road, Gosport, PO13 9XA; ■ RFA Medal Office, SO3 RFA

# **Russian highlight for** Vank'e Rlack Caa idvll

Eastern Mediterranean and Black Sea for Portsmouth-based destroyer HMS York culminated in a visit to the home of the Russian Black Sea Fleet.

The port of Novorossisk saw the commanding officer of the Type 42, Cdr Matt Harvey, welcomed to Russian shores with a traditional

The ship hosted 23 children from a local orphanage to a pirate tea-party, which saw a feast laid on by the galley team and pirate

to arrival in the port raised over £430 that was spent on toys, books and educational materials to leave the children with a lasting memory

from a number of ports that offered a fascinating glimpse into areas which still remain off the tourist path.

The final stages of the deployment saw the British destroyer participating in Exercise Dogu Akdeniz 2003, with Campbeltown and Somerset as well as Turkish, French German Spanish French, German, Spanish, Argentinean and American Naval

# Criteria released for Suez Medal

new medal for service in the Suez Canal Zone have been Defence.

entitled for the award of the General Service Medal with clasp include:

equivalent Reserve Forces based in the Suez Canal Zone; civilians who served full

organisation;

military personnel of
Commonwealth or Colonial
forces, subject to the approval
of their respective

governments;

persons of foreign
nationality properly enlisted
or enrolled in any of the

service at sea will not count towards the qualifying period. For further information on

impact on the qualifying period of death, wounding or other disability due to operational service, write to the relevant medal office.

confirm eligibility.

CS1A, Rm F11, Lancelot Building, PP29, HM Naval Base, Portsmouth, PO1 3NH.

# **China Fleet**

THE CHINA Fleet Club (UK) Charitable Trust offers exclusive luxury holidays to serving mem-bers of the Royal Navy and Royal Marines and their families.

The charity gave six free holi-days to Service personnel involved

in the recent conflict in Iraq. For more information, telephone 01752 848668.

### **Mohawk 40th**

OLD Portsmouth was the venue for a luncheon to mark the fortieth anniversary of the first commissioning of HMS Mohawk in 1963 at the end of October.

Former commanding officer, Rear Admiral Ian Robertson and ten of his officers, with their wives, attended.

Rear Admiral Adrian Johns But a reshuffle of the command and jet units in the Forces -front-line control of the Sea took over as the senior figure in the Naval air wing at the beginning of October as part of an overhaul of the upper Harriers now falls under the Royal Air Force, headed by an Air Force officer - means that the post has gone and led the Navy to shake The post of Flag Officer Maritime Aviation (FOMA) – most recently held by Rear Admiral Scott Lidbetter – was up its senior post in the air wing.
In future a senior aviator or former carrier captain - Admiral

A NEW face and a new title at the head of Naval aviation is at the heart of efforts to reassert the Fleet

Air Arm's position within the Royal Navy, Armed

Forces and British public.

echelons.

abolished on October 1.

Arm, Admiral Johns.

RN's Harrier force.

He handed over his duties to the new Rear Admiral, Fleet Air

FOMA had the joint responsi-

bility of commanding 3 Group at

RAF Strike Command in High

Wycombe, which included the

Johns is both as a former Sea King pilot and captain of HMS Ocean – will hold the title of Rear Admiral, Fleet Air Arm, balancing it with another post, in Admiral Johns' case as Assistant Chief of Naval

Senior officers hope by using 'Fleet Air Arm' in the new title it will give fresh identity to a branch

which makes up one fifth of the entire Royal Navy. Capt Chris Palmer, senior staff officer at Fleet Air Arm head-quarters in Portsmouth, said it was vital that the Naval air wing retained its sense of identity and tradition.

"There's a perception that everything military which flies belongs to the RAF and Culdrose Yeovilton are Air Force bases," he explained.

"Since the headquarters moved out of Yeovil there's a feeling that the Fleet Air Arm has kept a low

Capt Palmer added: "To the ordinary guys, they will not notice a great difference day-to-day, but they will know that the Navy considers the air arm important enough to warrant a senior officer and that someone is championing their cause.

Beyond business duties fighting the Fleet Air Arm's corner within the Royal Navy and with other branches of the Armed Forces, Admiral Johns will be heavily involved with the Fleet Air Arm's heritage and veterans' associa-



Newcastle fires Sea Dart missiles in a High Seas Firing

# Back with a bang!

THE GEORDIE Gunboat, HMS Newcastle, has returned to the front line in readiness for her next deployment to the

Standing Naval Force Mediterranean.

After more than a year spent within UK waters, the ship has recently completed Operational Sea Training and is ready to take on her next challenge.

# IUI'N 3 DIALN OGA IUYII

A TWO month deployment to the

entertainers from the ship's com-pany to keep the children amused.

A collection held onboard prior

of HMS York's visit. The visit to Russia followed on

For many, a particularly memorable point came during a visit to the Balaclava battlefields in the Crimea region of the Ukraine.

The Second Sea Lord tours classrooms at HMS Eaglet

### **2SL swoops down on Eaglet**

THE MEN and women of the only Royal Naval Reserve Unit in the north-west of England welcomed the Second Sea Lord Vice Admiral James Burnell-Nugent to a visit at HMS Eaglet. During his tour of the Liverpool headquarters, the Admiral presented the Reserve Decoration to Lt Cdr John Hicks, a

maritime operations specialist who has served in the RNR for 15 years.

# Somerset welcomed to Kotor

A ROYAL Navy frigate has called in at Kotor - a rare visit a British warship to Montenegro on the Adriatic. Type 23 frigate HMS Somerset

was visiting Serbia-Montenegro as part of a two-month deployment designed to develop international and military links with the region.

So far the ship has visited Durres, Albania and Koper in Slovenia, and her programme included a Turkish-led NATO

Somerset called into Kotor for the region's British Days, and a busy programme of formal and social events was laid on for the 170 men and women of the ship's

The Minister of Defence for Serbia and Montenegro, Boris Radic, made a high-profile visit to the ship, accompanied by Col Gen Branko Krga, Chief of the General Staff of the Yugoslav Armed

The Ambassador to Serbia and Montenegro, David Gowan, was also a guest on board, and the var-ious VIP visits attracted much local and national media atten-

tion. The The frigate's Commanding Officer, Cdr David Barker, said he enjoyed the visit.

"I feel very privileged to visit such a beautiful and historic city, and greatly look forward to further strengthening relations between our nations - we have been 'absent friends' for too long," said Cdr Barker.

"The ship's company and I have been made to feel very welcome here in Kotor."

# **Astute** training in hand

A PARTNERING document has been signed between the Ministry of Defence and a private organisa-tion with a view to providing training for the next generation of Royal Navy submarines. Capt Jon Westbrook, Director

of Maritime Training (North), and Mr Geoff Butterworth, Chief Executive Officer of FAST Training Services Ltd (FAST-TSL), signed a partnering document at Faslane setting out the principles by which Flag Officer Sea Training (FOST) and FAST intend to work together to provide submarine sea and shore collective training in the

future. FAST-TSL will deliver the MoD contract under a private finance initiative (PFI) to design, build and deliver training for the Royal Navy's Astute-class attack sub-

The contract will provide a new purpose-built training centre, cur-rently under construction at HM Naval Base Clyde, which will have advanced training equipment and simulators to support individual

and collective training.
FOST will remain responsible for the provision of operational sea training for the Astute class to compliment the shore training being developed by FAST.

#### Helpline for all veterans

WITH Remembrance services still fresh in the mind, the Veterans Agency is reminding ex-Service personnel that it is the contact point within the Ministry of Defence for providing information and advice on issues of concern to veterans, their widows and widowers and dependents.

If someone has served in the UK Armed Forces, no matter for how long and regardless of whether in war or peacetime, or whether as volunteers, reservists or conscripts, they are now considered veterans, and can use the Veterans Free Helpline – 0800 169 2277 - for help on a number of issues, including health, finance, employment and accommodation, as well as entitlement to pensions.



One of the new GR7A Harriers operating on the flight deck of

# **Uprated Harriers** train on Invincible

FIVE upgraded GR7A Harriers have been training on HMS Invincible as part of the GR9 pro-gramme which will see the demise of the FA2 Sea Harrier.

The 'new' aircraft – which feature a more powerful Pegasus 107 engine – are the first of a batch of 20 to undergo conversion by Rolls

Royce, BAE Systems and QinetiQ. The Pegasus engine delivers

105 which it replaces, improving the aircraft's hot-weather performance and allowing it to operate worldwide from Royal Navy aircraft carriers in all weathers.

The GR7A upgrade will be completed by April 2004,
The new Harriers, from 3(F)
Squadron RAF, worked alongside
FA2 Sea Harriers of 801 Naval Air Squadron and Sea Kings over a

# Electronic classroom is opened in carrier

A SENIOR Navy officer has opened a new computer-based training facility on board aircraft carrier HMS Invincible.

Rear Admiral Tim McClement, Chief of Staff (Warfare) to Commander-in-Chief Fleet, opened the newly-established Defence Electronics Learning Centre (DELC).

This facility, provided by Fleet, allows the ship's company to undertake a wide variety of training courses via interactive computer-based training on a suite of net-worked laptop computers,

There are more than 160 different courses which may be undertaken, from the European Computer Driving Licence (ECDL) to learning new languages, including Welsh, Portuguese and Russian.

Lt Fiona Cameron, one of the officers serving at Fleet HQ as a Fleet Education Officer (FEDO), took the opportunity to assist in setting up the facility during her routine visit on board to conduct personal development appraisal interviews for members of the

ship's company.

The Commanding Officer of HMS Invincible, Capt Trevor Soar, said: "I am particularly pleased to be able to set this facility to work.

"It is a great opportunity for members of my ship's company to enhance their skills and broaden

Personnel

system

# Frigate flies the flag

TYPE 22 frigate HMS Campbeltown has relieved her sister HMS Cornwall as Flagship of one of NATO's maritime task

groups.

The Devonport-based warship is now busy carrying out maritime surveillance and boarding operations as part of Operation Active Endeavour, fighting terrorism in the shadow of the attacks on the United States in 2001.

The frigate's Commanding Officer, Capt Bruce Williams, said: "HMS Campbeltown, as one of the most powerful warships in the Royal Navy's arsenal, is a tangible demonstration of the UK's continuing commitments to NATO and as a worldwide force for good in the fight against global terrorism.'

Campbeltown leads the Standing Naval Force Atlantic (SNFL), and will relocate to the Atlantic Ocean early next year, but until then she has a busy programme combining anti-ter-rorism operations, exercises with allied navies and visits to a number of historic ports.

On board the frigate is the Commander SNFL, Commodore Richard Ibbotson, whose staff is drawn from the Belgian, Canadian, German, Norwegian, British and American

Close working between the nations is a major benefit of such task groups as SNFL, and for Campbeltown the influence has extended even



 HMS Campbeltown conducts winching drills in the Eastern Mediterranean with the ship's Lynx helicopter Picture: LA(PHOT) Shaun Barlow

more widely - she has also struck up good working relationships with the Bulgarian naval ship Smeli and the Argentinian warship Sarandi.

Campbeltown is scheduled to be away from the UK over Christmas and the New Year, although the plan is that she will be alongside at

Christmas, with plenty of activities planned to keep her ships company busy, while some fami-lies will fly out to see their loved ones.

■ See next month's Navy News for a full report of her deployment and more pic-

#### **Prices cut** at NAAFI

IT'S NOT just the giant supermarket chains which roll back prices for their customers -Second Sea Lord has been doing his bit for the Navy's spending power.

As a result of observations by Vice Admiral James **Burnell-Nugent earlier this** year, the price of NAAFI toiletries was reduced by ten per

The Royal Navy has its own NAAFI representative, whose job it is to ensure the Navy The current incumbent is Cdr Paul Jellyman.

# Ideas are circulated for the benefit of the Fleet

ONE KEY benefit of the Fleet's Rebalancing Lives (RBL) programme is the recognition and sharing of good ideas from around the ships and units, with the ultimate aim of creating a blueprint for best practice.

Among the initiatives already highlighted are:

A number of ships have appointed an RBL officer and Senior Rate, discussing issues with the

ship's company and reporting back with their findings.

In a similar vein, a couple of

ships have created RBL on-board study groups, looking at improving quality of life and the professional status of Leading Hands.

Such groups have the opportunity to influence routines in their ships, and answer directly to Heads of Departments, who can follow up

particular themes.

Rounds, both at sea and alongside, have come in for scrutiny, with ships bringing evening rounds for-ward to the end of the working day. This means the whole ship's com-pany can be involved with various chores, rather just than those few on duty, leading to a swifter completion of tasks that allows evenings free for leisure time.

At sea, one ship has reduced the frequency of evening rounds by the Executive Officer, raising the accountablity and responsibility for maintaining standards within mess decks to the Leading Hands of that

This develops greater leadership training and empowerment - and if the mess is maintained to high standards, it is given the privilege of being excused rounds for three

If standards slip, the privilege is lost and the mess reverts to more frequent rounds.

■ Another ship has proposed that a standard Daily Routine is worked on the first day alongside at a foreign port, so that chores such as erecting awnings and shifting stores are undertaken by the whole ship's company.
Subsequent days have a 'Lazy

Sunday' routine, commitments allowing, giving the crew a break and the chance to participate in

sport or adventurous training.

Weekend leave in the foreign
port can also be granted – again as a privilege - so long as ratings and officers can be easily contacted at

line sport, it will be a Cat A PFS from next April, and a lot of ships



**RE-BALANCING LIVES** 

are already including sport as part of their core working week.

This flexible working routine allows individuals to enjoy a mini-mum of two hours of organised physical training and vigorous

sport per week.
One ship stages circuit training essions two or three times a day, and has conducted its first whole-ship RN Fitness Test to encourage less-fit by building team spirit.

■ There are also a number of approaches to taking leave while at sea - a particular issue for officers and senior rates, who are often limited as to when they can take leave during maintenance periods.

Better systems are in evidence for mapping leave taken as well as gaining visibility of the risks of being without key people.

'core working week proved a resounding success, and has been widely adopted, with one ship effectively dividing the ship's company into two groups - those who live on board, who often travel home at weekends, and those living ashore locally.

Those living ashore can finish as early as 3.30pm daily (midday on Friday), missing road congestion and giving them more time with their families, with a chance to do the school run and similar tasks.

The on-board group start their week after lunch on a Monday and finish on Thursday night, but work longer hours on board, effectively freeing them for long weekends.

This trial found the modified routine was widely welcomed, and reduced frustrations significantly.

### goes live THE INTRODUCTION of a new MOD civilian personnel manage-ment system will be completed this month when the staff of two Naval commands go on-line. The Human Resource

Management System (HRMS) has been rolled out across the Ministry over the past year, and with the inclusion of the staff of Commander-in-Chief Fleet and Second Sea Lord on December 16 the programme is fully up and run-

ning.
HRMS paves the way for the introduction of the tri-Service military equivalent, Joint Personnel Administration (JPA), which is due to start in 2005.

The civilian system, an off-the-shelf web-based self-service package, is designed to improve the service provided to civilian workers, initially enabling staff to amend personal records and submit travel and overtime claims forms online.

Additional functions are expected to be added next year.

Some Naval personnel will have limited access to the system to allow them to operate as line managers for civilian staff.

By December 16 if manager of civilian staff in the two Naval commands, you will receive a password letter containing your log-in identity and instructions on how to use the system.

The introduction of HRMS is part of a major human resource (HR) modernisation programme, which will result in the delegation of many current HR responsibilities to line management – and HRMS is a crucial factor in this

#### Worth the wait

PRINT dates for Navy News in 2004 will be slightly later than has been the case in recent months -so please be patient when waiting for your copy!



display at HMS Collingwood

# Warning for drivers

SECOND Sea Lord Vice Admiral James Burnell-Nugent has launched his Safe Journey campaign in the run-up to Christmas, with the message that people should enjoy their leave - but make sure they return safe and

sound after the holiday.
Admiral Burnell-Nugent visited a crash display at HMS Collingwood, designed to remind everyone at the Fareham base of the consequences of losing control

at the wheel of a car. The message is particularly per-tinent to Royal Navy staff, many of whom will be undertaking long journeys by road to be with fami-lies and friends over Christmas and the New Year. Among the tips for safe motor-

ing are: ■ Never set off when tired

Avoid driving between midnight and 6am, when reactions are at ■ Plan 15-minute coffee breaks at

least every two hours for long jour-■ If you start fighting to stay awake, pull over somewhere safe and take a break.

short notice. ■ On the important area of front-

PIRACY on the high seas has reached record levels in the modern era warn shipping security experts who say governments must take a harder line in punishing marauders.

Attacks by pirates have risen by more than a quarter in the first nine months of 2003 compared with 2002, according to the International Maritime Bureau which monitors piracy across the globe and tries to tackle it.

Navy News has reported the rising tide of piracy this year and the rising concern of the IMB, which is exasperated by the lack of punishment meted to some attackers.

"This is the highest number of attacks since we began compiling statistics," said IMB director Captain Pottengal Mukundan. "There is a clear increase in the use of guns and knives in attacks. Hijacking vessels is down, but tugs and barges are highly vulnerable.

This increase in violence is of great concern. There are hardly any cases where attackers are arrested and brought to trial. It is only when pirates face a greater risk of getting punished that we will begin to see a reduction in these figures."

Indonesia continues to be the pirates' chief hunting ground; 87 incidents were recorded up to the end of September. Attacks off Bangladesh and Nigeria are also on the rise, although raids in waters around Malaysia and Thailand have fallen.

The IMB recorded 344 attacks in the first nine months of this year; during the same period in 2002, pirates struck 271 times.

# Junkyard Jim's TV heroes take title

ENGINEERS Jim Ellis, JJ Swift and Adrian Eason-Bassett are on top of the pile today after romping to victory in TV's Scrapheap

Challenge.
Millions have watched the trio based at HMS Sultan in Gosport turning junk into working turning junk into machines and vehicles.

Their efforts came to a head in the show's final, when in A-Team fashion the engineers converted scrap into a working tank, com-plete with White Ensign draped over the side, to rout a team of estate agents, whose design was pretty but lacked the staying power of the Senior Service's cobbled-together battlefield armour.

The road to the final of the Channel 4 show saw the the engi-

neers - nicknamed The Destroyers - see off the RAF with a wheelie car and Scout leaders, whose jet car couldn't keep pace with the RN model.

Hampshire Police fell victim in the semi-final to The Destroyers' bizarre 'car curling' contraption – a device which hurled cars down

an ice rink.
"It's been a dream come true," said Adrian. "I've watched nearly every show and when the chance to do it came along, I had to have

a go.
"With the team we had I just knew we'd go all the way, and that was before a camera had rolled. The whole experience gave me such a buzz.

"Once you've done one, you just

had to do another and another, winning was the only way!

JJ, a CPO(MEA) with 18 years' experience in RN engineering circles, had also always fancied his chances at the show.

"This was a chance to put my money where my mouth was. I'm quite a practical hands-on type of person, just what the programme was after.

Some might say I'm a little mad at times with some of the ideas that I come out with. After all what sort of a person has elec-

tric curtains on his pit on board?"
The show has not been without its hazards. JJ set fire to his legs, Adrian dropped a spanner on Jim's head, and plenty of sparks were flying around – literally.

The RN has flopped at the contest in the past, so White Ensign honour was at stake – as well as a bit of external knows.

bit of personal kudos.

"This was the only chance I would ever get to have my 15 minutes of fame," said Jim, who with his colleagues has actually enjoyed around 200 minutes in all.

"I was continually saying how bad the teams were doing and their designs weren't up to it. When the opportunity presented itself, I pounced like a coiled spring and then got to find out just how hard it really is. Ten hours of thinking on your feet and no room for slacking."



 RN victorious: Team captain Lt Jim Ellis celebrates flanked by CPO(MEA) JJ Swift, left, and AEA Adrian Eason-Bassett, right and below preparing to go 'car curling' on the ice rink





 Last minute checks in foul weather to the wheelie car in the first round and, below, The Destroyers celebrate victory over the estate agents in front of their victorious junk 'tank'



# Moor's the pity as comms centre bows out in style THE WHITE Ensign has been hauled down for the last



 Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Nick Harris, meets a member of Harrogate Sea Cadets

time at one of the Royal Navy's most land-locked

HMS Forest Moor, situated at Nidderdale near Harrogate on the edge of the North Yorkshire National Park, has decommissioned after 43 years service.

The establishment was first used as an intelligence unit during World War II, and has since been used as a specialist communications centre, acting as headquarters of the radio services grouping, which provides Very Low, Low and High Frequency radio communication services for the British Military and NATO. It was the Royal Navy's major HF receiver station.

Although more than 200 miles from the nearest front-line RN unit, Forest Moor had consistently delivered a high-quality communications service to the Navy.

Its role has now been taken up by a commercial company, although a small tri-Service staff will remain. A formal decommissioning ceremony was held on

October 30, attended by more than 150 people, including former employees. The Harrogate Sea Cadets were on parade and Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Nick Harris, presided over the occasion.

# **Presentation** team aims at **UK capital**

LONDON'S Imperial Museum provided the backdrop for the Royal Navy's Presentation Team to woo some of the capital's movers and shakers.

Former First Sea Lord Admiral Sir Jock Slater was among the dig-nitaries listening to the team's leader Cdr Ross Thoburn and col-league Lt Jenny Ryan on the latest leg of their round Britain tour spreading the Senior Service's

message.
Two months into this round of presentations, Cdr Thoburn said what was encouraging was people's knowledge of military matters, and the RN in particular.
"The public seems to be well-informed about naval issues. They ask the usual questions like pay

ask the usual questions like pay, career opportunities, routine and conditions," Cdr Thoburn explained.
"But they also have asked about

the future carriers especially, and why we are phasing out the Sea Harriers.

Pre-Operation Telic surveys suggested that the public was not as well informed about the Senior Service as it ought to be. Each taxpayer contributes 50p per day to the running of the Royal Navy. Cdr Thoburn added: "We have

been very quiet about the Navy for too long. It's time to spread the

"There have been people who have turned up and not been con-vinced that we need a Navy, but they've gone away saying that they now knew what the RN stood for."

Last year's team attracted 169 people on average to its presenta-tions; Cdr Thoburn is hoping this year's gruelling tour will average a 200-strong audience.

The tour runs until next June, with three presentations a week

Forthcoming dates for the team include: this month, Lambeth; January 04, Newmarket, Ely; February 04, Chichester, Rye, Newquay, Sidmouth, Dorchester.

# **1SL: Charity** merger is welcome

MOVES towards merging Naval charities into a single organisation have been welcomed by the First

Sea Lord.

Speaking at the annual meeting of the RN Benevolent Trust aboard HMS Warrior in Portsmouth, Admiral Sir Alan West praised the support sailors gave to good causes – as featured in Navy News – but suggested they did not do enough to look after their own.

The recent heavy operational tempo had put increasing pressure on Navy people, leading to a growth in personal problems and he regretted that after two years the voluntary donations from pay scheme had been very slow to get off the ground.

Treasurer Mr J W S Thompson reported that legacies totalling £1,500,000 had been received over the past year but they could not be expected to continue at this level in years to come.

Over £2m has been paid out in grants and annuities. Pembroke House, the RNBT residential home at Gillingham, Kent, was full and had a long waiting list - RN charities had to consider the need for another home.

# Concorde hit in museum

NATIONAL interest in the end of Concorde's active service helped to boost visitor numbers at the Fleet Air Arm museum at Yeovilton.

Capt Ian McNeilly, who flew the aircraft between 1985 and 95, gave talks on his experiences and rare footage was shown to visitors, who also sampled Concorde's salmon and champagne lifestyle, and took away replica menus marking the final flight of the supersonic airliner on October 24.



### **HMS DRYAD'S FINAL SUMMER BALL**

Will be held on Saturday 24th July 2004. All Ex Mess Members who paid full mess

fees for at least six months will be eligible to purchase a maximum of four tickets, at the cost £65 per ticket. The book will remain open until April 1st 2004.

To obtain your tickets contact the Mess Treasurer on 02392 284691 mod ex 93835 4691



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# <u> At Your Service</u>



#### **Over to You**

TS Arethusa: Seeking anyone who served with, or can recall, Lionel 'Bob' Crowe. Bob was on the TS Arethusa with Bob Knight and he joined the Royal Navy at Chatham, in 1948. He left the service in 1961. He originated from Bude, Cormwall, but he is not resident in that area, according to the electoral roll. Whilst on the Arethusa Bob gained his crossed flags and it is assumed he pursued a career as a 'bunting tosser.' If anyone knows Bob Crowe's whereabouts, can you contact Bob Knight on 01788 337887 or email: arkayekay@nthworld.com

contact Bob Knight on 01788 337887 or email: arkayekay@nthworld.com

Bosun's Call: Tony Nuttall has a Call, the shaft of which is about half an inch shorter than the standard Call, and the 'ball end' is barrel-shaped. On each end of the barrel is embossed a Crown and Anchor. If anyone knows the origin of the call could they contact Tony at 85 Conway Road, Carlton, Nottingham NG4 2PW or tel: 0115 952 6363.

HMY Britannia: Andy (Minty) Murray is working on the Yacht and has been asked to bring the bridge to life i.e. have the radar turning and burning. He is seeking information on 1006 radar as he has only ever worked on 1007 upwards. As an ex-WEM(O), he is a wee bit lost on what is needed to make it work. A checklist would be handy, or a BR or any other book. If you can help, contact Andy at 114 Rose Street, Duntermline, File KY12 ORE, or email: andrewclairenurray@binternet.com

neip, contact Andy at 114 Hose Street, contact Andy at 114 Hose Street, puntermiline, Fife KY12 ORE, or email: andrewclairemurray@btinternet.com

Camden History Society are seeking material from the borough's Naval past. Ships were adopted by the three boroughs now combined into Camden. The ships and boroughs are HMS Quilliam, Hampstead; HMS Quickmatch, St Pancras, and HMS Indefatigable, Holborn. Did you serve in the ships or contact the people of the borough? Were you sent 'woollies'? Did you entertain anyone on board or be entertained by anyone from the boroughs? Reminiscences to Miss J. Barraclough, 13 Rackstraw House, 40 Primrose Hill Road, London, NW3 3AB. HMS Chevron: Freddy Liebreich MA wishes to contact officers or ratings who served in Chevron during the Palestine patrol and can recall the destroyer's rush to rescue the shipwrecked refugees from the Athina and the subsequent trip to Suda Bay and Famagusta. Contact Freddy at 5 Monks Drive, London W3 0EG, tel: 020 8992 5104 or email: freddy@liebreich.co.uk

John Francis Corcoran: For genealogy purposes, Margaret Elms is seeking information about John Francis Corcoran, Stoker RN 1939-45, who may have been in HMS Kelly under the command of Lord Louis Mountbatten. Born in Cork, Iretand, 1915 to Edward Corcoran and Mary Kelleher, John died in NZ in 1965. He is said to have altered his age to enter the Navy and had been on two ships that either sank or had been bombed. Contact Margaret Elms, 200 Pakowhai Road, Hastings, 4201, New Zealand or email: maelms@free.net.nz

HMS Coventry 1981-2: Capt David Hart Dyke would appreciate any articles or extracts from diaries written by any member of the selvice company.

Dyke would appreciate any articles or extracts from diaries written by any member of the ship's company about their experiences before, during and after the Falklands conflict. Any contributions no matter how brief will be acknowledged and attributed in the book should it be published. Write to Hambledon House, Hambledon, Hants PO7 ABLI or empli of the process.

4RU or email: dhartdyke@tiscali.co.uk
HMS Dianthus, A short history: Mr J. Warnes is trying to contact the author of this book, Michael Watts. The book is about Michael's grandfather, the ship's coxswain.

HMS Ganges Association: This is a reminder to all members, ex-members and potential members, to make sure that the membership secretary has your current postal address. Contact the Membership Secretary, HMS Ganges Association, 11 Elder Close, Tilehurst, Reading RG31 SWG, or visit the Ganges Association website at

or visit the Ganges Association website at www.hmsgangesassoc.org
The Royal Hospital School Association
holds a 'virtual reunion' at

The Royal Hospital School Association holds a 'virtual reunion' at http://www.rhsa.net They are currently trying to contact all former pupils of RHS who served in the Royal Navy and Royal Marines after leaving the school and may have lost touch. The General Secretary can be contacted at the Royal Hospital School Association, 5, Haig Court, Magdalen Road, Portsmouth PO2 9HR, or by email at: pusserbilighthworld com

Portsmouth PO2 9HR, or by email at: pusserhil@nthworld.com
Fisgard Association SE Area Reunion and Lunch (Members & Guests) at 1200 on third Friday each month at The Tollgate Motel, A2 at Gravesend. Details from the Secretary on 023 9266 2778 or email: jrstupp@yahoo.co.uk Also see website at http://www.fisgardassociation.org

December

HMS Neptune Association (1940s): The next meeting of the Neptune Association will be held at the Royal Naval Museum, Portsmouth, on December 19. All relatives of casualties from the disaster are welcome.

Reunions

Jack Warnes served with him at the same time, 1941-42. Jack has some information for Michael which he may find interesting. Contact Jack at 1728 Royal Court, San Luis Obispo, 93405, CA, USA or email: JandPWarnes@aol.com

Seeking all survivors or dependants of the Fighting Fs — Fame, Fearless, Firedrake, Foresight, Fortune, Foxhound, Fury. Contact Buck Taylor (ex-Forester), 2 Regents Court, St Edmunds Rd, Shirley, Southampton SO16 4RG, tel: 023 8049 8499.

HMS Hermes: Seeking Stanley Millyard or his relatives. Stan came from Kent. Dorothy Quesnell Shaver has a letter written by Stan to her father, Jacob Quesnell (known as Jack), including photos. Jack served in the USS Gold Star and both were stationed around Hong Kong and Shanghai. Dorothy's father is now dead, and Stan may be too, but he might have family that would like to see the picture and a copy of his letter. Contact Dorothy Quesnell Shaver at 74 West Washington Street, Jamestown, Ohio, 45335, USA or email: shavq121@interaxs.net HMS Holcombe: Seeking anyone who served aboard the Holcombe in 1942-43 and knew Ordnance Mechanic John Atherton. Contact Michael Atherton, 1 Spinney Brow, Preston PR2 6YG, tel: 01772 709278 or email: mikeat@onetel.net.uk

address was 69 Barnard Buildings, Bard St, Sheffield, date of birth May 23, 1951. He joined the Royal Navy in 1967. He joined the Royal Navy in 1967. He joined the Fellowship of the Services in 1979. He rejoined the Navy, but the Fellowship seem to have lost track of him. If you can help contact the Secretary, 128 Pathfinder Mess, Fellowship of the Services, c/o 54 Ben Lane, Sheffield, South Yorkshire S6 4SB.

HMS Tadoussac: Dave Wright requests information on the wartime activities of this ship, a Bangor-class minesweeper built in Canada. Contact Dave at 45 Orchard Way, Burwell, Cambridge CB5 0EQ.

RN Victualling Depots/Yards 1945-97: Author requires information on the post-war history and role of RN Victualling depots and yards up to their closure, especially depots at Risley, Burnett's Lane, Wrangaton, Bolton and other smaller depots. Contact Michael Dyson, 19 Park Row, Selby YO8 4PR.

Cardigan Bay: Peter Kimm served as GO in Cardigan Bay and is a member of the Cardigan Bay and is a member of the Cardigan Bay. Peter kimm served as GO in Cardigan Bay. Peter kimm served by Gon Cardigan Bay. Peter kimm served Bay Gon Cardigan Bay. Peter kimm served Bay Gon Bay Sellon Road. Emsworth PO10 70R.

HMS Bermuda: Sheila Askew would like to hear from anyone who knew her husband, Ken, who served in the bermuda from 1943-46 on Russian Convoys and in the Far East. He died in 1992 but she would love to hear from you if you knew him. Condatch her at 18

to near from anyone who knew her husband, Ken, who served in the bermuda from 1943-46 on Russian Convoys and in the Far East. He died in 1992 but she would love to hear from you if you knew him. Contact her at 18 Cheriton Rd, Aylestone, Leicester, LE2 8DE HMS Broadsword: Neil Allen is researching information for possible inclusion on the Broadsword website. During the Falklands War, the No 2 laundryman in Broadsword was wounded during an air attack. Taken off the ship around the time that HMS Coventry was sunk, he was flown to Hong Kong and believed to have died about a year later from complications caused by his injuries. If that story is true, he was the only fatality among Broadsword's ship's company at that time. It would be fitting to put an acknowledgement to his sacrifice on the website. If anyone knows his name or other details to confirm the event contact Neil at 4 rue Henri Matisse, 77700, Magny le Honge, France, email: nei!2053 allen@hotmail.com website: http://www.hmsbroadsword.co.uk/

France, email: neil/2057allen@hotmail.com website: http://www.hmsbroadsword.co.uk/ HMS Bronnington: Alistair Parker is seeking pictures of himself and others with HRH Prince of Wales taken at the re-commisioning Ceremony of HMS Bronnington in 1980 at Chatham Dockyard. He wants to pass copies on to his grandson. Contact Alistair at 7 Thornwood Ave, Dalmilling, Ayr KA8 0NR or email: tappajabba@yahoo.co.uk

Preston PH2 GY3, tel: 01772 709278 or email: mikeat@onetel.net.uk

HMS Lamerton (L88), destroyer 1940-46: Motto 'Hunt like Hell'. Hunting now the ship's crew who served with Fred Martin. Were you one, or was a relative? Contact Tony Martin, on 01273 493924.

Landing Barges Gun and Flak: Can anyone supply good photographs of these vessels as used on D-day, Ideally the views would show the weapons and in profile. Also request on pre-payment a 2-yard RNXS Blue Ensign roped and toggled. If you can help, contact Mr M.P. Cocker, 10 Ellerbeck Rd, Clevelys FY5 1DH, tel: 01253 865038.

HMS London, Malta 1957: Found two photographs of a refurbishment job on this ship. Mr G. Wright would be pleased to hear from anyone interested in these photos. Contact him at Glenville, Knatts Valley Road, Knatts Valley, Sevenoaks, Kent TN15 6XY, tel: 0776 970 5173 or email: karenboram@onetel.com

Knatts Valley, Sevenoaks, Kent TN15 6XY, tel: 0776 970 5173 or email: karenboram@onetel.com

HMS Manchester: In the British Cemetery in Malaga is a group of graves maintained by the CWGC. One of these is for Commander (S) W.D. Stranack of HMS Manchester, showing date of death as July 23 1941. Records show that Manchester was attacked by torpedo aircraft on July 21 and was forced to return to Gibraltar for repairs. Volunteers would appreciate information as to how Cdr Stranack, presumably a casualty of the attack, came to be buried in Malaga, rather than Gibraltar. Photos of the grave are available to next of kin. Contact W.B. Norton, Villa Caterina, Calle Cordoniz 16, Torreblanca, 29640, Fuengirola, Malaga, Spain.

James O'Donnell seeks information about his father James O'Donnell's Royal Naval career. He served in the Navy from 1942-47 in various ships, including Raleigh, Drake, Nile (Sphinx and Canopus), St Angelo, Eurocydon, Stag (Port Said) and Ajax. Any info to James at 23 Sinfin Moor Lane, Chellaston, Derby DE73 1SQ, or email: james.odonnell/emitworld.com

Wilfred Rutter: Seeking any information about Wilf, of Stoke-on-Trent, who served in the Royal Marines between 1942 and 1946. Please contact Mrs J. Salsbury, 15 Puffin Road, Herne Bay, Kent CT6 6HQ.

Seeking Christopher Smith, last known

### **Calling Old Shipmates**

HMS Ambuscade 1975-1995: The Association welcomes all ex-ship's company to visit the website and leave their details and

to visit the website and leave their details and memories. The website is at http://www.ambuscade.org/
HMS Cilicia - AMC and HMS SmiterEscort Carrier: A. Valler is seeking any of his old shipmates. Contact him at 15 Sansom 
Street, Camberwell, London SE5 7RD.
HMT Copinsay: Frank O'Connor is seeking old shipmates who served in Copinsay in 1944 from Freetown to Lagos, minesweeping. Contact Frank, 4 The Avenue, Summerfield, Kidderminster, Worcs DY11 
7RH, tel: 01562 827429.

ing. Contact Frank, 4 The Avenue, Summerfield, Kidderminster, Worcs DY11 7RH, tel: 01562 827429.

HMS Danae 1967-69: Dave Shoemaker is looking for George K. McConnel, who went to Dave's wedding in 1968, and J.K. 'Spider' Thorpe. There is a reunion in April, and you are needed. Contact Dave Shoemaker at 119 Gloster Park, Amble, Northumbria NE65 DHF, telephone 01665 714507 or email: dfedcrusher/25@hotmail.com

HMS Dido: Seeking any of the 'Super Greenies' from Dido between October 72 and February 74, and hope to arrange a reunion. Contact Colin Bates, 223 Sheldon Heath Road, Sheldon, Birmingham B26 2UA, tel: 0121 742 8188.

HMS Eagle 2Ka2 Mess, 1967-70: Flight deck engineers from the Eagle, where are you now? Already in contact with Dave Tompson, George Weir, Johnny Garthwaite. Mechs, Tiffs and Fellow Badgers, contact Callum McKinnon on 01435 547495 or email: c.i.mckinnon@rya-online.net

Calliam McKillino of 0143-35 of email:
c.i.mckillinon@rya-online.net

Pete Levey, ex-Leading Cook 1974-85
in Ganges (ship's company), Apollo, Warrior,
Collingwood, HMY Britannia and finally
Rooke. If anyone remembers him, please
contact him on tel 077 6613 8285 or email:

contact him on tel 077 6613 8285 or email: vicchef6@hotmail.com

HMS Ganges: The former instructor of Anson 19 mess, HMS Ganges, is trying to trace more members of the class − 50 Hecruitment, 702 class 07/62. Contact A.M. Beale, 17 Florence Road, Bournemouth, Dorset BH5 1HH, tel: 01202 392329.

WO Mike Hancock RAF is seeking an old school-mate, Nigel Keates. They left Chichester High School in the mid to late sixtles, Nigel joined the RN and Mike the RAF. Nigel, now about 54, lived in Compton, West Sussex and had a sister. His father built a yacht in a barn! If anyone knows the whereabouts of Nigel, could they contact Mike at 29 Chestnut Way, Market Deeping, Lincs PE6 8LP, tel; 01788 348564 or email: mjandsd@supanet.com

mjandsd@supanet.com HMS Kent D12: 40 years ago in August 1963, Edward Poller was in the Guard of Honour in Belfast for the commissioning of HMS Kent. If any former 'Kents' wish to hold a reunion, please telephone Edward on 01236 621169.

Navy News on tape

Navy News is available free of charge on tape from

Portsmouth Area Talking News for those with

difficulty reading normal type. For details, contact 023

9269 0851 and leave a message with a contact phone

number. No special equipment is required to play the

tapes, which are standard 90-minute cassettes.

Lucienne D.R. Loader, a 12-year rating in either Implacable or Indomitable, but certainly Reserve Fleet Adamant/Vanguard. He was best man for Eric Fensome in 1953. You are required to attend the Golden Wedding celebration in December. Contact Eric at 51 Clitterhouse Road, Cricklewood, London NW2 1DL, or tel: 020 8458 3740.

HMS Morecambe Bay: Seeking Nobby

Cititerhouse Road, Cricklewood, London NW2 1DL, or tel: 020 8458 3740.

HMS Morecambe Bay: Seeking Nobby Parker, signalman, and Ted Kemsley, L;7fel, where are you? Contact D. Turk, 13 The Crescent, Farnborough, Hants GU14 7AR, telephone: 01252 664694 or email: doug.turk@ntlworld.com

NAAFI, HMS Sultan 1989-91: Seeking old friends from NAAFI, based at HMS Sultan, 1989-1991. Contact Richen Turner, 419 SW 15th Street, Pompano Beach, Fl 33060, USA or email: richen68@yahoo.com

HMS Nottingham: Seeking a couple of old mates who served on the type 42 destroyer HMS Nottingham, in 3q mess on the Adriatic tour in 1994. They are Graham Teal, Johnny Hayes, and Simon Pennlington – and anybody else from that ship and tour get in touch. Contact Andy (Minty) Murray, 114 Rose Street, Dunfermline, Fife KY12 ORE, telephone: 01383 432454 or email: andrewclairemuray@btinternet.com

HMS Raleigh/HMS Fearless: Seeking Scouse (lan) Langton, RO(T) in 1989, joined Fearless 1990, 4L2 Messdeck, last seen in Gib 1993. If anyone knows where he is can they contact Peter Robinson on 01752 340655 (home), 01752 326711 (work) or email: peter.robinson@tsmail.net

HMS Raleigh, August 2 1977: lan Tan

340655 (home), 01752 326711 (work) or email: peterrobinson@tsmail.net HMS Raleigh, August 2 1977: Ian Tan joined HMS Raleigh in 1977, went to HMS Mercury, HMS Dolphin, HMNB Faslane, HMS Courageous and then Commcen Whitehall 1982-3, leaving the service in 1983. If anyone remembers him contact him at 17 The Nook, Whissendine, Rutland LE15 TEZ, telephone: 01664 474441 or email: ian.tan@nttworld.com

Singapore (Naval Store) 1952-3:
Seeking anyone who worked with Anthony Bowdidge at this time. Contact Mrs N. Bailey, 31 Wingham Close, Gillingham ME8 6TD.
HMS Tracker: Seeking John Clemence who was MAA on HMS Tracker in World War II. John came from Chatham, was married and had a boy and a girl. Contact Cherry Smalley, regarding an HMS Tracker reunion, at 33 St Mary's Road, Kelvedon, Essex CO5 9DW, telephone: 01376 572529 or email: cherry@snalley4816.fsnet.co.uk
HMS Turnult 1954: Seeking any engine room personnel, especially Bert Cole, Len 'Shuttle' Riggs, Fisher etc. Contact Bob Styants, 10 Witton Bank, Narrow Lane, Halesowen B62 9PL, tel: 0121 422 4115 or email: bobstyants@btopenworld.com
HMS Zest, Long refit party, Malta 1961-63: Derek Ferdinand would like to contact members of the party, he is already in touch with Brian Mussell and Len Harvey. The Commanding Officer was S/Lt C. Smith. With luck they hope to arrange a reunion. Contact Derek Ferdinand at 22 Southgate, Crossgates, Scarborough, North Yorkshire Y012 4NB, telephone: 01723 86231 or email: derekwilliam.ferdinand@talk21.com
HMS Vanguard 1945-7: Seeking all stores ratings who joined at her commissioning in John Brown's Shipyard, Clydebank, and served during the Royal Tour to South Africa. Among the names recalled are Bernie Howe, Ted Southward, Danny Izzard, Norman Smith and Bill Bottomer. Contact Eric Saunders, 1 Priory Court, Geddington, Northants NN14 1AX, tel: 01536 744714.
HMS Ceres, Wetherby: Dennis Le Marquand seeks Wilson, Cosh, Moss, Pate, Rossington, Nicholls, Rowse and Altken, writers who underwent Part II training 1947 (Class 462). Contact Dennis on 023 9261 5384.
HMS Leeds Castle 1981-83: Mark Winn (Winnie) seeks shipmates for another reunion. Details: markwinn@nthworld.com

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HMS Implacable 1944-58 Association: Reunion at Inglewood Hotel, Torquay, from March 5 to 8. Details from Eric Buckner on 01228 510534.

HMS Commonwealth (Kure, Japan 1945), HMS Return, HMS Glenearn Association: Reunion at the Auckland Hotel, Morecambe, from March 12 to 15. Details from Eric Buckner on 01228 510534. The Annual Combined Paymen Princes

their next reunion at Somerset & Wavecrest

# The only survivor, Norman Walton, is President of the Association. Contact the Neptune Association, 28 Gooding Close, New Malden, Surrey KT3 5DQ.

Fisgard Association Reunion and Lunch (Members only) at 1200 on February 20 at the Royal Sailors Home Club, Portsmouth. Details from the Secretary on 023 9266 2778 or email: jrstupp@yahoo.co.uk Also see website at http://www.fisgardassociation.org

February 2004

#### At your Service entries

or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

ticular edition cannot be guaranteed.

■ Please send in Reunions at least three months (preferably four) before

■ Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as

■ Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

#### March

Hotel, Llandudno, from April 16-19. Excellent programme planned. Ex-shipmates, friends and associates are welcome. Details from W. Edge, 8 The De Traffords, Higher Irlam,

■ Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH

■ Reunions appear in date order, and requests to place an entry in a par-

the month of the event. ■ There may be a delay before items appear, due to the volume of

■ The Editor reserves the right to edit or refuse publication of submitted

from Eric Buckner on 01228 510534.

The Annual Combined Reunion Dinner for the St Barbara's and Portobello Associations will be held in the wardroom HMS Dryad on March 12. For details check your 2003 Annual Newsletter, or if you are not in possession of a copy contact Lt Cdr Nigel Russell, 01329 333270, and he will supply you with a Dinner anolication, or email

#### April

HMS Phoebe Association: Reunion in Scarborough from April 2 to 5. Details from Secretary, Roy Pavely, 3 Bridge Close, Didcot, Oxon OX11 8DU, tel: 01235 211501

HMS Glory Association: Reunion April 16-19 at the Trecarn Hotel, Babbacombe, Torquay, Contact Tom Stallard on 01303

HMS Black Prince Association hold

Manchester M44 6LP, tel: 0161 775 9136.

HMS Vengeance Association: Reunion at Nottingham on April 23-24. More details from D. (Lew) Lewis on 01283 223034.

HMS Triumph: Tenth reunion, all Commissions welcome. April 23-26 at the Inglewood Hotel. Torquay. Contact Eric Buckner on 01228 510534.

Fisgard Association Northern Area Reunion and Lunch (Members & Guests) at 1200 on April 24 at the Civil Service Sports Club, Rosyth. Details from the Secretary on 023 9266 2778 or email: jrstupp@yahoo.co.uk also see website at http://www.fisgardassociation.org

Nigel Flussell, 01329 333270, and he will supply you with a Dinner application, or email the secretary at millie8008@aol.com
Fisgard Association Midlands Area Members and guests Reunion and Lunch on March 20 at the Nautical Club, Birmingham, at 1200. Details from the Secretary on 023 9266 2778 or email: jrstupp@yahoo.co.uk also see website at http://www.fisgardassociation.org

or email: roy.pavely@ntlworld.com HMS Venerable Association: Reunion April 2-5 at the Royal Court Hotel, Keresley, Coventry. All enquiries to Mr P.A. Pattenden, 20 Honeysuckle Close, Broughton, Chester CH4.0QD.

# HMS Opportune Association 1942-55: Reunion from May 17-20 at the Stretton Hotel, Blackpool. Contact W. Len Phillips on telephone 01606 79880 or email: wiphillips@aol.com for details. RNXS (Thames Region): Reunion on May 29 at HMS President at 1700. Contact Colin Ash on 01892 834224 or Colin Rickard on telephone 01892 8333181 or email: ash4382@tiscali.co.uk HMS Dreadnought 1963-82: Reunion at Holiday Inn, Birmingham on May 29. Details from David Tull, 11 Wheatclose Road, Barrow-in-Furness, Cumbria LA14 4EJ, telephone 01229 82475.

June D-Day, 60th Anniversary: There are a few places available for privately-organised party, June 3 - 8 by air-conditioned coach with hotel in Bayeaux. Mostly LC crews so far. Depart Bristol/Chieveley Services/Portsmouth. Contact Peter Heaney on 01454 778751.

HMS Hightfyer 1943-62: Third reupion

HMS Eagle, Aircraft Carrier, 4th Commission 1964-6: Seeking RN Signalmen Gerry Sharpe, Chris Damon, Pete Staton, Scouse Galton, Richard 'Taff' Jenkins, Rick Stenning, Brian 'Slinger' Woods, Paul and David Strickland – 75 found so far. Reunion at the Nautical Club, Birmingham, in May. Contact Dave Brighton on 01420 563944 or email: Aircraft of the Autical Club, Birminghton@virgin.net See website at http://www.eaglecommunicator.com
HMS Peacock Reunion May 1-3 at RNA HQ, Royal Learnington Spa. Details from Ted Collier, 8 Aston Lane, Remenham Hill, Henley-on-Thames, Oxon R69 3EL, telephone 01491 574241.
HMS Cleopatra Old Shipmates Association will hold their next reunion at Bridge House Hotel, Birmingham, from May 21-24. For more information contact CPO Warwick Franklin at the Armed Forces Careers Office, Mount Wise, Plymouth PL1 4JH, tel 01752 501787.
HMS Khedive: Reunion May 14-15 in Learnington Spa. Everyone welcome. Details from Bob Evans, 40 Merrick Road, Wednesfield, Wolverhampton WV11 3NZ, telephone: 01902 603281.
HMS Opportune Association 1942-55:

May

on 01454 778751. HMS Highffyer 1943-62: Third reunion takes place in Bournemouth from June 4 to 7. All ex-Highflyers and their families are welcome. Details from John 'Ginge' Wingett on 023 9259 3542 or email at:

john@jaywing.freeserve.co.uk or see: http://mysite.freeserve.com/hmshighflyer HMS Forward and Aggressive 1940-45: WRNS/RN Reunion to commemorate the 60th Anniversary of the D-Day landings, to be held at Newhaven Museum, Paradise Park, Avis Road, Newhaven BN9 ODH, from 1100 on June 5 with a short service at Newhaven Harbour in the afternoon. Contact Geoffrey Ellis, 11 Fairholme Road, Newhaven, East Sussex BN9 ONY or email: info@secret-tunnels.co.uk

HMS Solebay: Seventh annual reunion at the King Charles Hotel, Gillingham, Kent, on June 12. Open to all commissions. Contact Malcolm Clarke, 164 Southmead Road, Westbury-on-Trym, Bristol BS10 5DR, telephone: 0117 9622500 or email: solebay@tosd.emon.co.uk

#### July

Gibraltar 1978: A reunion for all those based in HMS Rooke/Gibraltar 1977-1979 will take place at the Royal Fleet Club, Devonport, Plymouth on July 2-3. Contact Jeff (Taff) Thomas on 0.1495 350915 or email: Jeff@thomas-11.tsnet.co.uk

Royal Marines 747 Squad Reunion: The third reunion will take place at the China Fleet Country Club, Saltash, Plymouth on July 10. Already in contact with 15 members. If any other members of the squad, including

July 10. Already in contact with 15 members. If any other members of the squad, including officers and instructors, are interested in attending, please contact Harry Briggs, 7 Eltham Green, Eltham, London SE9 5JZ, telephone: 020 8859 0846 or email at: hbriggs/17/m@hotmail.com

D-Boats Association, Defender and Daring Class Destroyers will hold their next reunion in Portsmouth on July 10-11. Anyone who served aboard and is interested in the reunion should contact E.J. Horner, 50a Woodside, Bridgemary, Gosport, Hants PO13 0YT. telephone: 01329 220028. Woodside, Bridgemary, Gosport, Hants PO13 0YT, telephone: 01329 220028.

#### September

HMS Morecambe Bay: Reunion September 3 to 5 at Morecambe. Contact Doug Turk for details on 01252 664694 or email: doug.turk@ntlworld.com

HMS Gambia Association: Reunion and September 4. All former crew members wel-come. Details from Les Newman, 3 Coppice Road, Whitnash, Leamington Soa Chies Co-

come. Details from Les Newman, 3 Coppice Road, Whitnash, Learnington Spa CV31 2JE, telephone: 01926 831599.

17th Destroyer Flotilla Association: A reunion will take place in the Nuffield Lounge at the Royal Sailors Home Club, Portsmouth on September 15. There will be no formal dinner, but due to popular demand, reunions will continue until further official notice. All members and friends welcome. Details from Mrs Mary Smith, 5 Ockment Court, Oakhampton, Devon EX20 1SR, telephone: 01837 54758.

#### October

Friends of HMS Crane 1943-62, U23/F123, will hold their sixth reunion at the Royal Sailors Home Club, Portsmouth on October 9. Details from John Cantle on 077 9291 0844.



# It's all under one roof

AFTER three years in existence, the Regional Drafting and Careers Advisors (RDCA) are now fully demonstrating both halves of their title.

In the beginning visitors were more concerned with their next draft and how best to stay in preference area.

With the move to longer drafts under Topmast, individuals are now able to take a similar longernow able to take a similar longer-term view over their career and we are seeing a totally different set of questions and issues.

The offices are "Manned by Ratings and Other Ranks for Ratings and Other Ranks".

Staffed by experienced Warrant Officers, both RN and RM, and Chief Petty Officers, the offices

Chief Petty Officers, the offices represent a rich vein of advice and are there to provide YOU the cus-tomer with impartial and confiden-

#### How the RDCAs can help ratings career manage

tial advice on all aspects of Career Management and Drafting. These offices are located in the

Naval Bases, Air Stations, and at CTCRM Lympstone, with an office to be opened at RAF Wittering at Easter.

Our ability to remain impartial stems from the fact that we work directly for Drafty.

This independence from the bases where our offices are situated means that we can give advice freely and without bias.

This service is provided for all to use – Junior and Senior Rates, and Officers; supporting not supplanting the Divisional System.

We have live access to informa-

tion held on the Naval Manpower Management Information System (NMMIS), and regularly communicate with the drafting desks in

Our primary purpose is to pro-vide career management, drafting advice and guidance to all ratings, as the front-line representatives of the Naval Drafting Directorate.

Ratings Career Management exists to provide individuals with the opportunities, in line with PFS, fully to utilise and develop their personal and professional skills and talents, to the benefit of both themselves and the Naval Service, thus enabling them to be fairly employed and given an Equal Opportunity to attain recognition and promotion, commensurate with their abilities as demonstrated to the appraisal system.

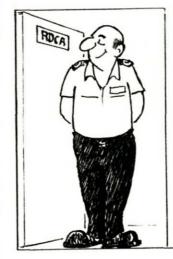
Fundamentally, we are con-cerned with matching the aspira-tions and abilities of individuals with the manpower deployment requirements and priorities of the

This not only allows you to have a greater influence on the direction you wish to take, but also gives you the opportunity to achieve your own professional and personal

So what have we got to offer you, the customer?

■ One-to-one impartial and confidential advice on all aspects of Career Management and Drafting.

■ Accessibility – due to our location, we are always available for



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Your RDCAs are:

Portsmouth: WO Rick Wiseman (Tel: 9380 25639, email: RDCAP1, fax: 9380 25663); CPO Richie Richards (Tel: 9380

Devonport: WO Mark Middleton (Tel: 9375 67337, email: RDCAD1, fax: 9375 65912); CPO Tommo Thompson (Tel: 9375 65848, email: RDCAD2)

Faslane: WO George Morton (Tel: 93255 5595, email: RDCAF1, fax: 93255 3259); CPO John Chadwick (Tel: 93255 4483, email: RDCAF2); WOII (RM) Russ Freeth (Tel: 93255 6133, email:

Culdrose: WO Andy Scales (Tel: 93781 2076, email: CU RDCA01, fax: 93781 2078); CPO Mandy Geary (Tel: 93781

2077, email: CU RDCA02)

Yeovilton: WO Smudge Smith (Tel: 93510 5113, email: VL RDCA1, fax: 93510 6361); CPO Mark Penfold (Tel: 93510 5129

RM Whale Island (Roving): WOI (RM) Tim Salmon (Tel: 93832 7532, email: CND-(RM)-RDCA, fax: 93832 7520) CTCRM (Lympstone): WOII (RM) Brent Hushon (Tel: 93785 4222, Fax: 93785 4222)

advice, either by appointment or "drop in" routine.

■ Time - waiting facilities are available, so we can spend as long with each individual as is neces-

Interrogation of personal records held on NMMIS, to ensure the details held by Centurion are correct and up-to-date. The better the information held by Centurion, the more chance they have of giv-

ing you the draft you really want.

Visibility of Sea and Shore Rosters - your position on them, and what particular jobs may be open to you.

■ Advice on completion of

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■ Information on courses, their dates and availability.

Documentation health checks

for Divisional Officers. PowerPoint presentations for

Ships/Units on request.

Availability of outpercialisation employment.

Advice on I out of

Advice on Bra
Transfers/Manning Clearance. Branch

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■ Assistance with any drafting

queries/questions. Furthermore,

Commodore Fergusson, Commodore Naval Drafting (CND), intends our services to become even more widely available, especially to those off the beaten track, as and when resources allow.

Currently our 'Outreach' programme regularly reaches many establishments within driving range of existing RDCA offices and 'bespoke' visits are conducted to units' abroad.

Finally, a Very Merry Christmas and a Happy New Year to you all, we all look forward to seeing you in the coming year.



# <u>Accommodation</u>



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# **Red Plum** aims for furthest south

SURVEY ship HMS Endurance has headed off on her annual spell in icy waters which this time will take her further south than ever before.

# **Tributes** paid over **Falklands** wrecks

HMS LANCASTER anchored in San Carlos Water close to the wreck of HMS Antelope for a ceremony to honour the memory of Steward Mark Stephens and Staff Sergeant James Prescott, lost in her during

the Falklands War.
Present were Mark's relatives, his mother Doreen, younger brothers Leighton and Kelvin and Monica and Derek Edwards, his aunt and uncle. Mark's father had died only a week before.

Also there was Capt Nick Tobin, Command-ing Officer of HMS Antelope when she was

Ships divers went down to the wreck to renew her White Ensign - a task normally carried out annually by the Atlantic Patrol Ship (South).

Tribute was also paid over the wreck of HMS Ardent, in nearby Falklands Sound, where a wreath was laid on behalf of First Sea Lord Admiral Sir Alan West, her CO when she was lost following air attacks on May 21, 1982. • HMS Lancaster in

San Carlos Water

The Red Plum, so named for her bright livery, will spend five days at the West Rone ice shelf, delivering fuel for Antarctic scien-

Endurance left Portsmouth on October 27 for a seven-month sur-

vey stint.
The core of Endurance's work will be carried out in the Weddell Sea, including a visit to West Rone - the most southerly destination in

the ship's 10-year history. She will join research vessel Ernest Shackleton in delivering 600 barrels of aviation fuel to the British Antarctic Survey in tem-peratures as low as -30C.

"Because of the temperatures and the wind chill our ship's company are only able to work outside for 30 minutes at a time," explained operations officer and navigator Lt Cdr Tony Allen.

"Not only will we have to deal with severe weather, but we'll be working in uncharted waters which adds up to a delicate and tricky operation lasting four or five

The ship's time away will also see visits to Uruguay, Argentina and South Africa.

# Ambush keel laid

THE NAVY's second new hunterkiller submarine has started to take shape after the keel of HMS Ambush was laid.

Defence Procurement Minister Lord Bach performed the honours at BAE Systems' yard in Barrowin-Furness where Ambush will be built alongside her sister Astute.

Astute is due to enter service in 2008 with Ambush joining her in the front line towards the end of

The MOD is pumping £3.6bn into the project to build three Astutes – HMS Artful will complete the trio.



£1.5m

THE DUKE of Edinburgh has opened a stunning new reception and lounge bar refurbish-ment at the Victory Services

makeover

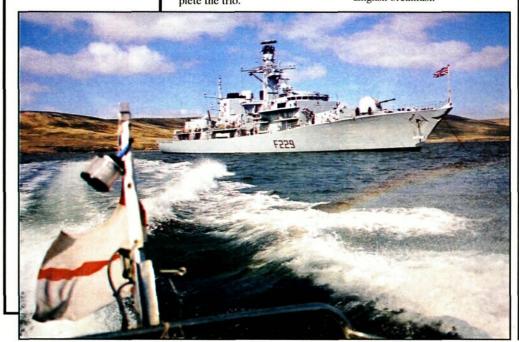
Club, Marble Arch. The £1.5 million project, designed by Lee Associates, forms the centre piece of the club - often described as 'London's best-kept secret' - of which the Duke is

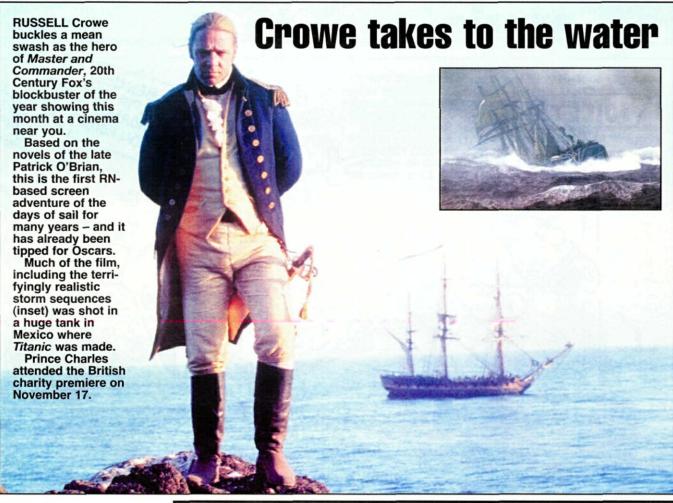
It was founded in 1907 and membership is open to men and women who have served at any time in the Armed Forces, including the Reserve Forces.

Membership is also available to those who have served in the Armed Forces of the Commonwealth and Empire as well as Allied nations. It is for all

Serving personnel are able to use the club at any time without having to join or pay a subscrip-

Standard single room rates are from £34 with family suites from £110.50 inclusive of VAT and full English breakfast.





# BELFAST RECALLED

DURING HMS Belfast's many years of service at least 12,000 Naval personnel must have served in her, according to former CO, Rear Admiral Sir Morgan Morgan-Giles.

Many of them will want to want to read John Whithouse and Peter Brown's Recollections

of HMS Belfast (send cheques for £12 inc pp made out to 'Peter Brown book account' to 53 Lower Fowden, Churston Ferrers, Paignton, Devon TQ4 6HS, all proceeds to the Belfast

The cruiser, launched by Mrs Neville Chamberlain on March 17, 1938, was in the only radar controlled 'big ship' action when the Scharnhorst was sunk at North Cape on Boxing Day 1943. She has been a museum ship on the Thames opposite the Tower of London since 1971.



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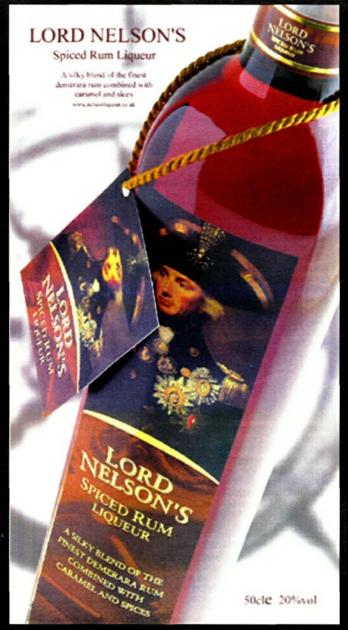
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20 NAVY NEWS, DECEMBER 2003 www.navynews.co.uk



# **NEWSVIEW**

# Dark forces still at work today?

HE NEW series of the World War II detective drama Foyle's War on ITV1 looks set to continue to explode yet more of the myths of life on the Home Front in 1939-45. The first episode explored, among other things, the problem of looting, which under wartime regulations carried a maximum penalty of life imprisonment – or even death.

In actual fact, neither extreme sentence was ever carried out and despite the Lord Mayor of London's suggestion that notices reminding the population that looting was punishable by hanging or shooting, the courts continued to treat this crime relatively leniently. (In Nazi Germany looters were routinely executed, which some have suggested accounted for the lower number of cases recorded there.)

In the UK reported crime rose by 60 per cent in this period, so Detective Chief Superintendent Foyle is going to be kept pretty busy. So far we've only reached September 1940 when no less than 539 cases of looting were reported in London alone, rising to 1,662 the following month.

Almost all of those convicted had no previous criminal

records, which must say something about the temptations that ordinary people were subject to during the Blitz.

Foyle's War threw an unfair spotlight on the Auxiliary Fire Service – though they must have been more open to tempta-tion than most – and when the leader of a fictional cell of looters was finally apprehended the detective was withering in his contempt for 'the mire' that lay below the surface of the war

Stuart Hylton notes in Their Darkest Hour that when six real life AFS officers received five years for stealing whisky for their own personal consumption, Churchill wrote to the Home Secretary complaining of inconsistency "when compared with

sentences of three to six months for stealing valuables".

Then, as now, press reports often gave a misleading impression of the profile of offenders, understandably tending to concentrate on those in positions of trust. Closer examination of incidents within the metropolitan area shows that over half of those brought to justice were under 21.

Many reasons were offered at the time for the explosion of juvenile crime before and during the war – in his 1937 annual report the Chief Constable of Nottingham pointed to its almost complete absence in Germany, which he thought was mainly due to the wholesome influence of the Hitler Youth movement!

If Churchill appeared here to show a sneaking sympathy for the human frailty attending the actions of some looters, in the same letter he made it clear he regarded looting as a "very odi-

It is doubtful, to say the least, that he would have had any sympathy whatsoever for the vandals whose desecration of monuments at home and abroad this year is highlighted in the report of the Commonwealth War Graves Commission.

In World War II the rise in juvenile delinquency was variously put down to unsettled domestic circumstances (many more absent fathers and working mothers) leading to increased tru-ancy; the comparatively big money paid to young people engaged in war work; and the influence of imported American

fashions and the get-rich-quick philosophy. It is easy to find similar parallels in today's society – and just as easy to pin these acts of seemingly gratuitous violence on hooligans motivated by nothing more than, well, the will to commit acts of gratuitous violence. Some of them may be inspired by more sinister agencies though, such as extreme right wing groups that prey on the disaffected of all generations to reawaken old scores and sores - including anti-Semitism, now apparently on the increase.

This is, after all, what helped to get the whole business start-

ed in the first place.

# **DESMOND WETTERN MEDIA AWARDS 2003**

'At long last it appears that the messages about the importance of our maritime industries are now registering with government and the public at large'

HE UK's top mar-itime media prize has this year gone to Michael Stammers, lately Keeper of Merseyside Maritime Museum for almost 20

He received the Desmond Wettern Maritime Media Award an engraved ship's decanter and a cheque for £1,000 – from Countess Mountbatten of Burma, president of the Maritime Foundation, at a dinner held on board the Thames cruiser Silver Sturgeon.

The award was made in recognition of his outstanding writing, broadcasting and curatorial skills, culminating this year in his contribution to the Battle of the Atlantic

60th anniversary commemoration. Said Michael: "I am thrilled to receive this prestigious award and it is a great pat on the back for all the Merseyside team. At long last it appears that the messages about importance of our maritime industries are now registering with government and the public at large."

second award, Mountbatten Maritime Prize, was made to author Peter Padfield for his book Maritime Power and the Struggle for Freedom, Naval Campaigns that Shaped the Modern World 1788-1851 which relates Britain's sea power to her position as a trading nation. Receiving an engraved silver Armada Plate, Peter said: "It is a great honour to be awarded the Mountbatten Prize and I hope that this distinction may reinforce the message in my book that freedom and western values have not arrived by chance. but are rewards for our maritime

The dinner was attended by senior members of the Royal Navy, the maritime industries and the media. Guest speaker was Commodore Ian Gibb, Elder Brother of Trinity House.

The Awards are made in the memory of Desmond Wettern, writer on maritime affairs for over 30 years, and commemorate his dedication to the belief that the United Kingdom's economic wellbeing and security are inextricably bound up with the sea.

 Right: Countess Mountbatten presents author Peter Padfield with the Mountbatten Maritime Prize. Below: Deputy C-in-C Fleet Vice Admiral Mark Stanhope and Gillian Wettern hand over a bottle of port to Desmond Wettern Maritime Media Award winner Michael - the traditional offering to top up his engraved ship's decanter







Veterans, Service personnel and their families and friends who attended the Remembrance cere-

# Senior Service pays respects

MINEHUNTER HMS Inverness was alongside at the Danish island of Bornholm when her ship's company attended a Service of Remembrance on the crane deck.

Inverness, currently on deploy-ment with NATO's Mine Countermeasures Force North (MCMFORNORTH) was in the port of Rønne when the service was held, and besides the ship's company, a number of Danish and NATO dignitaries attended.

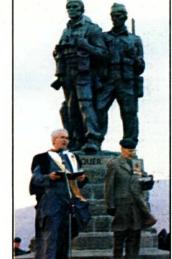
A party of Royal Navy sailors, led by the ship's Commanding Officer, Lt Cdr David Bence, then visited a local cemetery where they laid a wreath at the grave of Flt Sgt Michael Twomey, who died in August 1944 while serving with 97 Lancaster Squadron on mine-laying operations in the Baltic.

■ An Armistice Day service was held by members of the Defence Logistics Organisation at Ensleigh in Bath to remember the 223 men and women of the Armament Supply Department who gave their lives in defence of their country during World War II.

The Service, in Beckford Block, also remembered civilian and military personnel who died in terrorist attacks in the United States, Bali, Iraq and Saudi Arabia.

■ Senior officers from Clyde Naval Base represented the Royal Navy at a number of locations across

Flag Officer Scotland, Northern England and Northern Ireland FOSNNI), Rear Admiral Nick Harris, attended the civic ceremo-



ny in Glasgow, at which the Royal Marines Band, Scotland, provided

The Guard was chosen from HMS Neptune and Type 23 frigate HMS Grafton, in the area for a Joint Maritime Course.

The Director of Clyde Naval Base, Commodore John Borley, travelled to Aberdeen, where he attended a civic ceremony with reservists from the Aberdeen University RN Unit and local Sea Cadets Corps.

Captain of the Faslane base, Capt Steve Bramley, attended cer-

representative in Edinburgh, while Lofthouse, Ian Superintendent Fleet Maintenance, was at the local Helensburgh commemorations, along with the Neptune Volunteer Band, a guard from HMS Neptune and the Sea Cadet Corps.

Col Ian Huntley and other offi-

cers and Royal Marines from the Fleet Protection Group Royal Marines (FPGRM) went to the Royal Marines Commando Memorial at Spean Bridge, near Fort William.

From 1942, Commandos were trained in the Scottish Highlands at Achnacarry, and Spean Bridge was the closest railway station.

Commandos undergoing instruction had to march the seven miles to the camp itself from the station, and a memorial was unveiled at the site by the Queen in 1952.

■ The ship's company of HMS Ledbury visited the market town which shares its name to participate in a Service of Remembrance

The Hunt-class MCMV, currently in refit in Rosyth, was part of the coalition minehunter group oper-ating in the Khaw Abd Allah waterway, clearing the way for humanitarian relief ship RFA Sir Galahad.

And the fact that she is now out of the front line meant her entire crew were available to visit the Herefordshire town, playing sporting fixtures, visiting schools and taking part in the main parade.



 (Above and inset in text): The Remembrance ceremony at the Spean Bridge Commando Memorial Pictures: Fleet Regional Photographic Unit, Clyde

# **Royal Marines officer** leads parade on Hoe

A ROYAL Marines officer was Commander for the Remembrance Sunday Parade at Plymouth Hoe for the first time.

Maj Nathan Hale said he felt "particularly privileged" to take such a prominent role in the parade, which also included trainees from HMS Raleigh and sailors from HMS Drake.

Workers at the MOD Munitions Centre in Plymouth held their own service at the memorial in Ernesettle Lane, erected to mark the ultimate sacrifices by staff. ■ Three of the 27 surviving World War I veterans led the Remembrance Sunday march-past at the Cenotaph in London and two of them were Navy men.

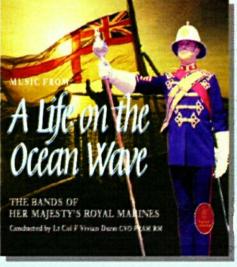
Henry Allingham (107) and William

Stone (103) rode in an open-topped Austin car dating from 1911 with fellow veteran Norman Robinson (102), an Army man.

■ A Service of Remembrance was held at sea in honour of the aircrew who died in a helicopter collision over the Northern Gulf during the conflict in Iraq.

The service was held close to the spot where two Mk 7 Sea King helicopters of 849 Squadron collided, killing seven people - six Royal Navy officers and one US Navy officer on exchange.

849 NAS was represented at the service on the American destroyer USS Fletcher by Lt Paul Maloney, who flew out specially from the squadron's base at Culdrose in Cornwall.



A Golden Centenary: 22 historic

recordings to celebrate the Royal Marines Band Service's centenary 1903-2003. This selection from their Gold Disc winning albums includes all the favourites: Under the White Ensign, A Life on the Ocean Wave, The Globe and Laurel, Commando Patrol, Waltzing Matilda, Blaze Away and the ever popular nautical tunes Three Jolly Sailormen and The Sailor's Holiday. Also The Huntsmen (post horn solo), Two Little Finches, Pomp and Circumstance March No. 5, Cornet Carillon, Sandpaper Rallet and many more. Sir Vivian Dunn conducts the Bands of HM Royal Marines Portsmouth & Royal Marines School of Music.

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#### Commissioned to commemorate the 100th anniversary of the Royal Marines Band Service



A limited edition print from the original painting by Terence Brind

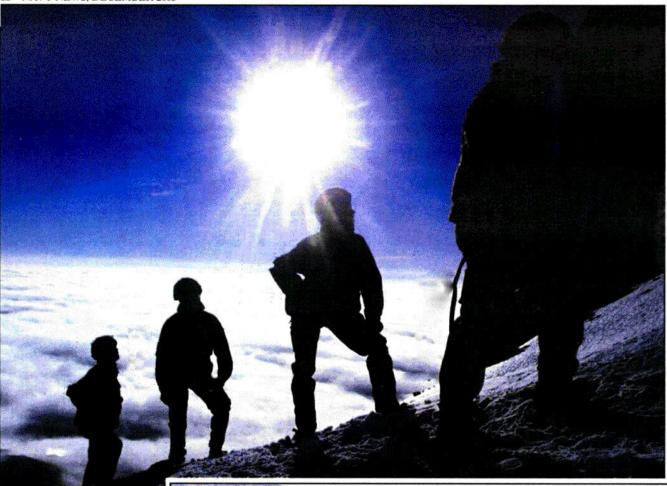
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# Corps in alp

OYAL Marines have been testing themselves in new surroundings during their annual Exercise Royal Chamois. The various elements

which make up 3 Commando Brigade Recce Force (BRF) gathered in Slovenia to train alongside members of the host nation's 132 Mountain Brigade - the first time the Corps has visited the

Report: Sgt Stan I Pictures: PO(PHO

Balkan state.

Around 100 troops, including support staff, took part in the exercise, based at the Slovenian Armed Forces Mountain Warfare School at Bohinjska Bela, allowing them to revise and practise operating drills and reconnaissance skills under arduous conditions in an alpine environment.

A Recce Leaders course was run concurrently.

The training covered four areas, starting with instruction and training in combat signals, tactical river crossing, climbing and abseiling. Physical training, which took a high priority, had to be conducted in the early morning in order to fit a busy sheddle into each day.

Schedule into each day.

Working days often started at 5am, with lectures well into the evening meaning a 10pm finish.

The second phase took the Royals to the Julian Alps for some grantling mountain training.

Royals to the Julian Alps for some gruelling mountain training.

This included one of the high points of the exercise, a two-day mountain march with full kit—weighing up to 60lbs—up to a height of 2,864 metres on Mount Triglay, the country's highest peak.

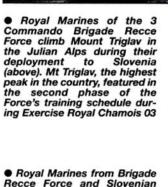
The alpine theme continued in Phase Three, when the Force moved on to Bohinjska Bela and the Kamnisko Saviniske range to

the Kamnisko Savinjske range to undertake comprehensive tactical training and to learn mountain rescue techniques taught by the Slovenian Mountain Battalion.

Training at this point included observation post construction, patrol skills, contact drills, mine strike drills and forward air contact literalism of the contact literalism trolling using Slovenian turbo-prop aircraft.

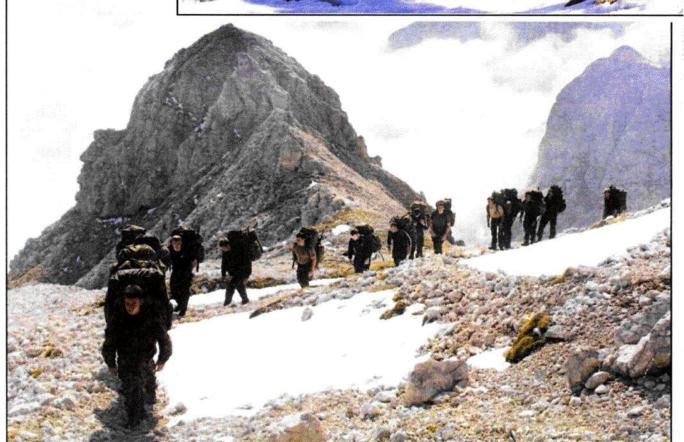
The final phase was a tactical exercise, again in conjunction with the Slovenian Mountain Battalion,

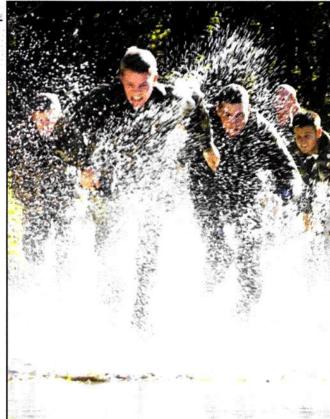
Troops open fire during exer-



 Royal Marines from Brigade Recce Force and Slovenian troops from 132 Mountain Battallion conduct joint mountain training (right).

 Royal Marines of Brigade Recce Force undertake an arduous yomp up Mt Triglav, in the Julian Alps which lie in the north of Slovenia





 Members of Brigade Recce Force and the Slovenian 132 Mountain the Royal Marines have visited the nation, which was formerly part

# makes debut ine Slovenia

#### loomer RM Tam McDonald (HQ 3 Cdo Brigade)

which took place over five days in

the Jelovica training area.

The deployment to Slovenia, which shares borders with Italy, Austria, Hungary and Croatia and has a short Adriatic coastline, ended with a two-day break, allow-ing the troops to discover the delights of the country and its capital, Ljubljana.

The programme, and the facilities provided by the Slovenians, were deemed to be just the job.

Maj Andrew Fergusson, Officer Commanding the BRF, said: "Recce skills require lots of prac-

tice and revision.
"Exercise Royal Chamois is one of the few occasions when BRF as a whole get to practise these very specific skills.

"The Slovenians invited us over

here - an opportunity which was seized by the Royal Marines because of the suitability of terrain for recce training.
"The Slovenia

Slovenians have been

extremely helpful, hospitable and accommodating to our requests at

Brig Jim Dutton, Commander of 3 Cdo Brigade, said: "We always seize the opportunity to conduct effective training, and this exercise in Slovesia in a little of the conduct in Slovenia is particularly valuable as we provide the UK's mountain

as we provide the OK's mountain troop element.

"There are political and military benefits from coming to train in Slovenia for the first time. They have highly-trained mountain troops, and as a consequence we have things to learn from them. "Overall this has been a tremen-

dous area for us to train in.'

Slovenia was traditionally one of the more prosperous of the Balkan countries, and the nation has been invited to join both the European Union and NATO.

That relative prosperity is reflected in the equipment and sophistication of operational tactics used by Slovenian forces – Capt Ben Foster, Officer Foster, Commanding 40 Cdo Recce Troop

said: "I have been impressed with the Slovenian troops. "They use slightly different tech-niques than we do, but that enables both sets of troops to learn from each other.

"Their equipment is every bit as good as ours. It's been a great learn-ing experience for all concerned."

Maj Klemen Medja, CO of the Slovenian battalion, said: "I admire the professionalism of the Royal Marines – they have a lot of experi-ence and are very fit, which is crucial for mountain operations.

"I hope there are future exercis-es. There is a bilateral agreement between our two countries, so I'm sure there will be similar activities in the future."

Tough though the deployment was, it was appreciated by the troops. Mne Richie Allen, of 42 Cdo Recce Troop, said: "The exercise was very hard, particularly the mountain march to the top of Mount Triglay.

"It has been very interesting working with the Slovenians, and it has been great to get back to a mountainous environment after our recent deployment to the deserts of Iraq.

Units taking part from the

British side included Brigade Patrol Troop, UK Land Forces Command Support Group at Stonehouse Barracks in Plymouth – the hosting unit – 40 Cdo RM Recce Troop from Norton Manor Camp, Taunton; 42 Cdo RM Recce Troop, Bickleigh Barracks, Plymouth; 612 Tactical Air Control Party, UKLF Command Support Group: 148 Battery RA. Poole: and

Group; 148 Battery RA, Poole; and 59 Cdo Royal Engineers Recce Troop, RMB Chivenor, North



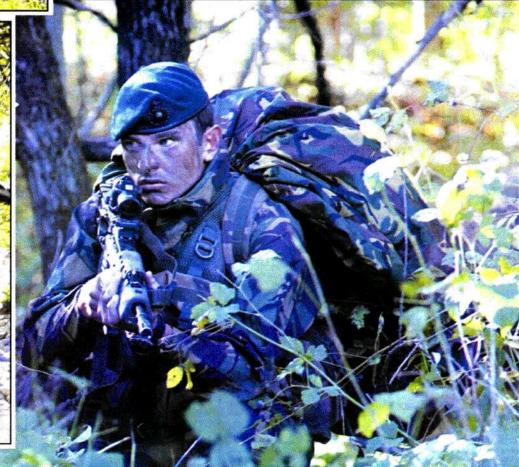
 (Top) A Slovenian soldier from 132 Mountain Battery in firing position, watched by a Royal Marine of Brigade Recce Force

(Above) A watchful eye is maintained from cover during operational drills and training seri-als in the field in Slovenia

(Below) A member of 3 Commando Brigade Recce Force advances during exercises



Battalion tackle a river in the east of the country. Exercise Royal Chamois 03 was the first time of Yugoslavia



www.navvnews.co.uk 24 NAVY NEWS, DECEMBER 2003



# 1SL's 'absolute confidence'

N HIS foreword to Robert Fox's lavishly illustrated survey of the Royal Navy's role in the war to topple Saddam Hussein (Iraq Campaign 2003, Agenda Publishing £16.99) First Sea Lord Admiral Sir Alan West makes clear that it is not intended to be a definitive chronicle, but a collection of individual recollections given in the immediate aftermath of the conflict.

"I am sure that official and detailed histories will follow, but these personal accounts give an insight into the conduct of the war, and reveal the courage and determination of all those involved in the face of the most challenging and difficult circum-

stances," he writes.
"I wanted to introduce this book as a means of conveying my deep gratitude to all those who took part in the Iraq Campaign, whether in the Gulf region itself or elsewhere supporting front line

"The contribution made by all arms of the Royal Navy, uniformed and civilian, was a vital element in the operational success of the combat operations.

"Of course, the task is not over, with many remaining in Iraq working to secure a stable, safe and prosperous country for its people. Some, however, paid the ultimate price to achieve that goal. They will remain forever in our thoughts and prayers, and we

as a nation in their debt."
On March 19, 2003 Admiral West wrote to the then Chief of the Defence Staff, Admiral Sir Michael Boyce: "Mindful that it is my primary responsibility as First Sea Lord to deliver and ensure the fighting effectiveness and efficiency of the Royal Navy, I write to confirm that the Service is in all respects ready for the demands that may be placed on it, and in particular on its people, over the next few days and weeks

"You will be aware that the contribution the Royal Navy is making to combat operations is significant. Our Special Boat Squadron is fully integrated within those forces designated for initial operations, and our two TLAM firing submarines are patrolling

ready for the part that they will play.

"The amphibious Task Group, with personnel of 3 Commando Brigade, elements of the Fleet Air Arm and Royal Air Force embarked, having arrived early in the Gulf are poised to continuous tribute to operations ashore.

'Of the other surface units in the area of operations, frigates and destroyers are fully involved in Maritime Interdiction Operations, and our mine countermeasures vessels stand ready

oberations, and our mine countermeasures vessels stand ready to clear the way, if needs be, to the ports of Southern Iraq. "Our survey vessel HMS Roebuck has already shown its value in surveying in support of operational planning. The Royal Fleet Auxiliary has demonstrated, yet again, its vital contribution in forward sea basing, and in sustaining our forces both afloat and

"While we cannot predict the course of events that may follow, I can assure you that the Royal Navy is ready for the task that lies ahead. As a Force Element Commander in a previous conflict, I can state with certainty that the Royal Navy today is better trained and equipped than it was on that occasion and equal to the challenges it now faces.

"In our people, their courage, commitment and morale, I have nothing but admiration and absolute confidence."



● INTO ACTION: 539 Assault Squadron Royal Marines. The deployment of 3 Cdo Brigade was a crucial factor in the early stages of the war, with 40Cdo and 42 Cdo being put into the Al Faw peninsula



# The choir from the camp

A group of Ukrainian refugees temporarily housed at the former RN camp at Bedhampton in 1947 formed a choir. "We were so good we even played in the Portsmouth Guildhall," remembers Joe Komasz in The Naval Camps of Bedhampton, Havant and Leigh Park by Robert W. Hind, available at £15.99 post free from the author at 417 Purbrook Way, Bedhampton, Hants PO9 3SF.







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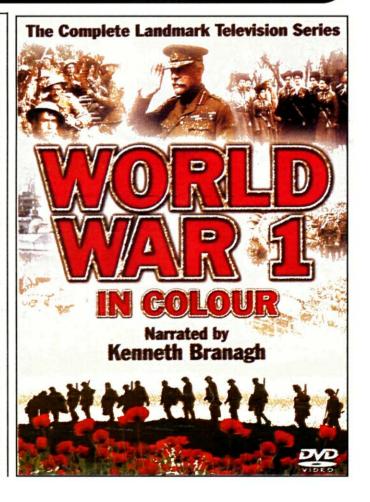
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# Algerines were the answer to Hitler's new mines

THE OUTBREAK of World War II found the Royal Navy woefully deficient in minesweepers – and what they had were totally insufficient to meet the demands of modern mine warfare.

The discovery in early 1940 of Hitler's new secret weapon, the magnetic and accoustic mine, prompted the ordering of a new class of minesweepers, the famous Algerines (HMS Algerine was sadly the first to be lost, sunk with heavy loss of life by a U-boat a few days after taking part in the North Africa landings in 1942).

But the Algerines, based on the sloop and the Halcyons and incorporating many modifications allowing the dual role of minesweeper and anti-submarine escort, were often referred to as ocean minesweepers and had the capability of dealing with all types of mines known at the time and they were for several years during and after the war the Navy's most efficient minesweepers.

efficient minesweepers.
Their story is told by Albert H.
Jones and Michael H. Jones in
Roll on my Twelve – Life on a
Fleet Minesweeper 1943-46
(Square One £13.95).



# How divers uncovered early U-boat secrets

IN HIS groundbreaking U-Boat Hunters (Periscope Publishing £14.99) Robert M. Grant explains how the code breakers at the Admiralty's Room 40 were able to break into the German naval codes during World War I.

This was primarily achieved by the collection of cipher information from many differing sources. Crashed Zeppelins provided some insight, but wrecked U-boats could offer much more.

Royal Navy divers investigated U-boat wrecks around Britain and Ireland and were able to retrieve some extremely valuable intelligence.

ly valuable intelligence.

Aside from giving Room 40 total insight into the workings of U-boat operations, this new intelligence could offer the chance to hunt down and destroy U-boats at sea.

This particular secret war, unlike that of World War II, has never been told, but by digging through the radio interception records, telegrams and the records of the Admiralty Salvage Department the author, a professor at the

University of Chicago whose previous books, U-boats Destroyed and U-Boat Intelligence, were widely acclaimed, has unearthed an incredible story.

incredible story.

He has also created a long overdue tribute to the courage and skill required of the RN divers who worked on dozens of submarine wrecks – such as E. C. 'Dusty' Miller whose work on recovering intelligence material won him the DSC and MBE.

Very little attention, either, has been paid to the lives of RN submariners in this conflict, who achieved such successes at the cost of a third of their number. A Precarious Existence, by Richard Mackay, also released by Periscope at £12.99 is a work of social history examining why men became submariners.



 Royal Navy divers of World War I, displaying the standard equipment in use at the time

# After 100 years, no more Layer Pie, please . .

TO MARK the centenary of the Royal Navy Artificer Apprentice, the Fisgard Association has produced a short history packed with evocative anecdotes and photographs.

evocative anecdotes and photographs.

As Mike Simpson (1944 Keppel) notes in his foreword: "Because of very high entry standards, Artificer Apprentices were, and still are, an elite group, assured of senior rate in their early twenties, followed by a high extraction rate to commissioned rank. However, the process of subjecting intelligent teenagers to four years of intensive education, under strict naval discipline backed up by corporal punishment, created an unusual blend of acceptance of authority together with humorous resistance to it.

"This is the oxygen that we breathed dur-

ing those four exacting years and this is the theme of this book."

'Near enough is not good enough, and good enough is not near enough' was one of their excellent maxims – and they certainly thought that way about 'a concoction of the Devil' they were regularly served up for supper in 1955 which led to the famous 'Layer Pie Protest'. All 400 of them boycotted the Dining Room at HMS Collingwood and the 'hunger strike' made headlines in the Daily Express and Daily Mirror.

Their book Second to None is available from the Secretary, Fisgard Association, c/o The Royal Sailors Home Club, Queen Street, Portsmouth, Hants. Send a cheque for £5.50 made out to the Fisgard Association.

#### THE 1766 NAVY LIST

Edited by E C Coleman

The Admiralty, Navy Board, Ships, Hospitals, Marines, dockyard rat-catcher, the 'Necessary Woman' etc; all introduced and described by the Editor.

'The Review' - 'excellent value.....should not be missed'

'The Nelson Despatch' - 'wonderful...excellent naval history.'

190 page illustrated softback - 0 95414 430 9 - £10 (UK p&p £1.50) Ancholme Publishing, Swallow House, Well Street, Bishop Norton, Lincs, LN8 2AZ

I am researching 'OPERATION MINCEMEAT' and trying to trace surviving crew members of Submarine HMS Seraph during April 1943. If you can provide any information please contact Simon Anthony – 01604 700209

It tells of the paucity of their

training and the monotony of patrols and highlights the acute lack of rescue proce-

It also traces the development of the justifiable belief

among submariners that they

were an elite.

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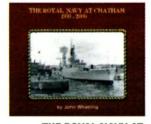
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# <u>NoticeBoard</u>

### TIME OF YOUR

NAVY NEWS looks back through its pages to recall some of the December headlines of past decades...



HMS Valiant slips into the sea for the first time at Barrow-in-Furness, December 1963

#### 40 years ago

THE first 'all-British' nuclear submarine HMS Valiant hurtled down the slipway to usher in a new era of seafar-

Following prototype HMS Dreadnought, Valiant was built to hunt and destroy Soviet submarines.

At her launch ceremony in Barrow, designers promised the new boat could remain submerged for two months and her crew of 90 would enjoy accommodation not dreamed of in diesel boats.

#### 30 years ago

SAILORS found themselves on the streets of Glasgow when the city's firefighters walked out.

Around 130 RN men from Faslane and Rosyth found themselves crewing Green Goddesses – considered old even by 1970s standards.
The forces took over the

Scottish city's 15 civilian fire stations throughout the dispute, but sailors were disappointed that their superiors would not allow them to slide down the firefighters' poles.

#### 20 years ago

**MIGHTY HMS Hermes** bowed out of front-line service after a final tour of duty in the Mediterranean with the Royal Marines of 40 Cdo.

Less than two years before the carrier had headed the task force which retook the Falkland Islands, but the Navy had decided it was time to retire her.

Her final act was Exercise Display Determination with a major RN task force. Crew took time out to give blood to US forces in Lebanon.

Submissions for the next edition of Navy News must be received before: December 10



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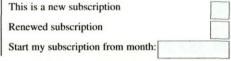
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#### Deaths

MEM1 Michael McCarthy, HMS Manchester, October 25 AEM1 Jason Wardle, 771 NAS,

Cpl Ian Plank, RM. October 31.

Cdre Fraser Fraser-Harris, DSC and Bar. Aged 86. Canadian-born FAA pilot, shot down Trondheim 1940 but escaped. Awarded DSC for Norway and Mediterranean convoys as CO 807 NAS. Transferred RCN

as CO 807 NAS. Transferred HCN post-war. Assistant Chief of Naval Staff, RCN 1962-65.

Vice Admiral Sir Peter Berger. Served 1943-81. Navigating officer HMS Amethyst during Yangtze incident Navigation 1058-69. dent. Navigator Britannia, 1958-60. CO HMS Torquay, Phoebe in the 1960s, first non-submariner as Cdre Clyde, Chief-of-Staff to Sir Henry Leach and Flag Officer, Plymouth October 19, aged 78.

October 19, aged 78.

Capt Harry Cook. Purser who helped with evacuation of Nanking, China, 1937. Later ships included Cumberland, Vanguard, Ocean at Suez. Cdr RN College Greenwich, 1961-63. One of the founders of Navy News. Sentember 9, aged 85.

1961-63. One of the founders of Navy News. September 9, aged 85. Gary 'Jarge/Bandy' Newton. PO(MEM). Served 1977-2001. Ships included Raleigh, Blake, Drake, Chatham. October 30, aged 46. Tom Hicks. CAF(O). Served 1939-59. Ships included Illustrious, RN air stations. October 24, aged 83. Mike Brain. CPOMEA(M). Served 1967-91. Ships included Battleaxe, Sultan, Brazen, Defiance, Sheffield. October 30, aged 52.

Sultan, Brazen, Defiance, Sheffield.
October 30, aged 52.
Peter O'Brien. LS. Fleet Air Arm
1954-61. August, aged 65.
George Dewick. CAF(E). Served
1946-68. Ships included Heron,
Theseus, Eagle, Centaur, Heron,
Hermes, Victory. July 7. Aged 75.
Harold Bailey. Leading Stoker.
Loch Fada Association. Ships included Hero, Primula. November 9, aged 85.

85.

Bill Chalk. LST and Landing Craft
Association founder/vice president.
Ships included Mounsey, Manxman,
LST 420. May 18, aged 77.

Mervyn Cooper. Stoker. Faulknor
Association. October 17.

Ronnie Walker. Leading Stoker.
Ships included Orion, Wilton. August
25. aged 79.

25, aged 79.

Alice Howie. Associate member
Orion Association. September.
Philip Jull, Lt RNVR. Ships included
Thrifty, HM Trawler Darthema,
Seagull, Providence. September 30.

Pag. Cook AB. Ships included

Reg Cook. AB. Ships included Saumarez, 23rd and 26th Destroyer Flotillas. Russian Convoy Club. Burma Star Association. November 1, aged

78.

Henry Hibbs. Served 1937-53.
Ships included Sussex, Penelope,
Minionette, Belfast, Loch Arkaig.
September 5, aged 81.

William 'Bill' Poole. AB, Gunnery.

Ships included Unicorn 1943-1945 and Association. April 14, aged 79.
Frederick 'Scouse' Rawlings.
LAF(E). Served in MSR4, Unicorn.
Unicorn Association. July 12, aged 78.
Joe Ratchford. Combined ops.

LAF(E). Served in MSr4, Unicorn. Vasociation. July 12, aged 78.

Joe Ratchford. Combined ops. Ships included Victory, LCT 595. September 15, aged 80.

Lt Cdr Peter Hayward. Served 1939-50. Ships included Devonshire, Ekins, Cardigan Bay, Pluto. Conway Association. November 3, aged 81.

Cdr Thomas Penfold. Served 1939-66. Ships included Vernon, Cyclops, Sussex, Eagle, Unicorn, Nigeria, Marlborough, Dolphin. October 7, aged 88.

John 'Ginger' Roberts. AB. Served 1942-45. Ships included Stalker. October 4, aged 78.

Robert Freeman. Sub Lt. Pilot. Served 1943-46. Greater Manchester branch, FAA Association. October 03.

Tommy Gillespie. AF(Airframe). Served 1939-47. Greater Manchester branch, FAA Association. October 03.

Stanley Hopkinson. POAM(E). Served 1939-47. Ships included Illustrious, 805 NAS. Watford branch, FAA Association. October 28.

Capt the Hon Tom Barlow. BT

FAA Association. October 28.

Capt the Hon Tom Barlow, BT DSC, DL. Served 1937-62. Ships included Orpheus, Otus, H50, L23, United, Unison, Astute, Alaric, Supreme. Aged 89.

Bob Boyle. Stoker Mechanician. Ships included Teredo, Alcide. Submariners Association. Aged 76. Ships Bernard Draper.

Submarine service 1964-69. Ships included Olympus, Otus, Ocelot, included Olympus, Otus, Ocelot, Tiptoe, Dreadnought. Submariners Association. Aged 59.

ASSOCIATION. Aged 59.

Rick Jordan. Leading Stoker.

Submarine service 1950-64. Ships included Artful, Alderney, Ambush, Subtle, Sturdy, Truncheon, Grampus, Thorough. Submariners Association.

Aged 72.

M. Nastu'. Nash. CDO.

M 'Nasty' Nash. (Coxswain). Submarine service 1970-97. Ships included Grampus, Oberon,

Otus, Opportune, Renown. Aged 56. F C 'Fred' Terry. LS. Submarine service 1944-48. Ships included Sanguine, Seneschal. Submariners Association. Aged 77. F G Andrews.. L/Tel. Ships includ-

ed Cossack and Association.

Vic Hiscock. Ships included

included

Cossack and Association.
Gary Locke. Ships
Cossack and Association.
M C Scott. Ships included

M C Scott. Ships included Cossack and Association.

John Garlick. CPO(REA). Ships included Fife, Collingwood, Devonshire. Fisgard Association.

October 18, aged 59.

James Cobbledick. MAA. Service included Dunkirk 1940. September 6

Jesse Pedley. AB. Served 1943-

46. Ships included Ganges, Pembroke, Rothesay, Lamerton. September 29, aged 77. Norman McGreggor. Caledonia 1938. Majestic Caledonia 1937-39

Cecil Ted Searle. Caledonia 1937.

Association.

Association.

George Meager. AB(R). Served
1943-45. Ships included Vesper and
Association. October 17.

Steve Ashford. CPOWEA(OC).
Served 1968-2003. Ships included
Andromeda, Naiad, Cleopatra,
Papelone Montrees, Somerset Andromeda, Naiad, Oleopa... Penelope, Montrose, Somerset.

Andromeua, Natau,
Penelope, Montrose, Somerset.
October 2, aged 51.

Arthur Cecil Redding CPO
(Mechanician). Served 1928-50. Ships
included Titania, Whirlwind, Duchess,
Arathusa Cumberland. Renown, Arethusa, Cumberland, Liverpool, Resolution. October 5, aged

Jim Green. AB. Ships included

Loch Fada, Crispin. Loch Fada Association. October 9, aged 77. Herbert 'Bert' Johnson. NA(TAG). Served 1943-46. Squadrons included 756 NAS, Katukuwunda. August 31,

Des Sinyard. Ships included LCI(L) 213, LCT(R) 447 and 449. LST and Landing Craft Association. October 5. Stan McGowan. Ships included CT 2053. Treasurer, LST and

LCT 2053. Treasurer, LST and Landing Craft Association (North West region). October 10.

Arthur Jones. Ships included Hound. Algerines Association. July 21.

Don Stringfellow. Ships included Welfare. Algerines Association. September 8.

Derek Southerton. Ships included Marvel. Algerines Association. September 18.

**Donald Gutteridge.** Ships included Minstrel. Algerines Association. September 19.

Albert Hunt. Ships included inton. Algerines Association. Clinton. Algerines October 2.

Jack Bates. Ships included Tattoo. Algerines Association. October

Thomas Fowke. Ships included Wave. Algerines Association.

#### ASSOCIATION OF RN OFFICERS

Cdr N Bines. Served: Rodney, Devonshire, President, Flamingo, Tiger, St Angelo, Daedalus, Victory, Drake and NATO.

Capt I M Clegg. Served: Diligence,
Raleigh, Jealous, Glengyle,
Wolverine, Fury and Eclipse.
Cdr M C Fox. Served: Newcastle,
Defender, Belfast, Fisgard, Minerva,
Caledonia, Scylla, Drake, Rooke and
Rosyth

Lt The Honorable J M G
Galbraith. Served: Basilisk and Zulu.
Cdr T B D Penfold. Served: President, Gambia, Collingwood and Dolphin.

Lt Cdr A G Pritchard RNVR. Served: Lucia and Wasp.

Lt R H Radley RNVR. Served:

Cdr G G Sali AB(UC). Forth, St Angelo, Raleigh, Drake, Heron, Seahawk and RM Deal. Rear Admiral M A Vallis CB.

Lt Cdr D Weston. Served: Vernon, Gurkha, Neptune, Tamar, Cochr and RAF Edzell.

Lt Cdr R A Whittingham. Served: aurituis, Copra, Falcon and

#### **ROYAL NAVAL ASSOCIATION**

Len Walker. Wigston. Life Member.

November 6. C Hanson, DEMS. Runcorn. Aged

James France, DEMS. Runcorn. Aged 79.

Herbert Billyard. Founder. Thurrock. Signalman. Served WW2, Norway. October 26, aged 83. Harold Nickols. Thurrock. Ships

included Barle, Penelope. October 31, aged 91. Billy Kilpatrick. CPO. Chairman.

Ulster South. Ships included Gambia. Peter Fox, RM. Canberra. Served 1945-1947. October 26.

John Pask. LS. Cromer. Served 1946-60. Ships included Ganges, 1946-60. Ships included Ganges, London, Birmingham, Mars, Defender, Jutland, Lagos, Pembroke. October 16, aged 72. Vic Donoghue. Borehamwood. Served 1939-46. Ships included Vivien, Leander. September.

Alfred Prout. Perth, Australia. Seaman/Torpedoman. Ships included Opportune, Glendower, Pembroke, LST 3001. September 28. Harry Boulter. AB. Enfield. Served

Harry Boutler, Ab. Entield, Served 1942-46. Ships included Sphinx, Warspite. October 11, aged 79. Henry 'John' Syms. Lt Cdr. President, Dorking. Electrical branch. Served 1926-1957. Served China Station, Mediterranean, Atlantic con-

voys, Liverpool.

Arthur Jones, RM. Cpl. Kingston
upon Thames. Served 1935-49. Ships included Warspite, Nile, Sussex. Aged

Phil 'Biffa' Bartlett. L/REM. Letchworth and Hitchin. Served 1951-59. Ships included Chaplet. September, aged 69.

#### Appointments

Cdre T A Spires to be chief executive

Armed Forces Personnel Administration Agency and be promoted Rear Admiral on 21 Oct 03. Capt A R Nance OBE to MWS Collingwood as Cdre on 19 Apr 04. Cdr R M Tuppen to HMS Edinburgh as CO on 28 Nov 03.

Cdr A K Waddington to HMS Echo as Lt Cdr J E Churcher to HMS Roebuck

CO on 27 Oct 03. Lt Cdr D J Hunkin to HMS Hurworth as

Lt S Weaver to HMS Gleaner as CO on

### Swap drafts

Std Phelps: Draft JSU Northwood. Swap for any Portsmouth shore base or any Portsmouth ship not deploying. Contact 9360 38100/38112. LMEM Clarke: Draft HMS Argyll. Swap

for any Portsmouth Type 23 deploying or not. Draft date Dec 5. Contact 07867 660942.

LMEM Gaffney: Draft HMS Newcastle.

LMEM Gaffney: Draft HMS Newcastle.
Swap for any Plymouth-based ship (no Type
23s). Contact lpgaffney@hotmail.com
LWTR Murphy: Draft HMS
Northumberland. Swap for any Portsmouth
ship deploying or not. Contact 9375 54155.
PO(AWW) Baker: Draft HMS Dryad.
Swap for any Plymouth shore base. Contact
Dryad 4661.
WCH Platt: Draft HMS Invincible. Swap
for any Devopoort ship deploying or not.

WCH Platt: Draft HMS invincible. Swap for any Devonport ship deploying or not. Contact Devonport 68336. LMEM(M) Hunt: Draft HMS Chiddingtold. Swap for any Type 42 deploy-ing or not. Contact Imem123@aol.com

#### Sports lottery

October 25. £5,000 - OM P Hughes, HMS Raleigh; £1,500 - LT L Anderson, Defence Diving School; £500 - MEM A Parish, NEFI. October 18. £5,000 - SLt H Sedgwick, HMS Sutherland; £1,500 - Lt Cdr N Slocombe, HMS Heron; £500 - Lt Cdr P Stanton-Brown, HMS Vanguard. October 11. £5,000 - L/Cpl C Fowler, Cdo Log Regt; £1,500 - OM J Langner, HMS Liverpool; £500 - CM D Locke, HMS Heron. October 4. £5,000 - WEA C Balls, HMS Collingwood; £1,500 - WT G Bailey, HMS Heron: £500 - OM B Worsfold. HMS Collingwood; £1 HMS Heron; £500 OM R Worsfold, Portsmouth waterfront.

#### Operational Honours

Awards to RN personnel for their service during Operation Telic: during Operation Teli CBE - Cdre Alan Mass

CBE - Cdre Alan Massey
OBE - Cdr Paul Burke, Lt Col Peter
Cameron RM, Cdr Charles Clarke, Cdr
William Entwisle MVO, Cdr Martin Ewence,
Col Francis Howes RM, Cdr Wayne Keble,
Cdr Andrew Reid, Lt Col Richard van der
Horst RM, Cdr Martyn Williams, Cdr Dawn
Kenney QARNNS Reserve, Cdr Simon Tate,
Capt Robert Allan RFA, Capt Ross Ferris,
RFA

MBE - Rev Tudor Botwood RN. Sat Simon MBE – Rev Tudor Botwood RN, Sgt Simon Dack RN, Lt Cdr Alastair Gibson, Lt Cdr David Graham, Maj Justin Holt RM, Lt Peter Laughton, Lt Cdr Michael Leaney, Maj Dominic May RM, Lt Cdr Malcolm McKenzie, Lt Roger Noyce, Lt Col Ian O'Donnell RM, WO Alexander Sharpe, Lt Cdr Andrew Swain, WO Keith Wonnacott DSO – Col Gordon Messenger RM, OBE CGC – L/Cpl Justin Thomas RM DSC – Lt Cdr Philip Ireland

MC - Cpl David Beresford RM, Capt Christopher Haw RM, Capt Paul Lynch RM, Mne Gareth Thomas, Cpl Peter Watts RM DFC - Lt Cdr James Newton ARRC - Lt Julian Despres OARNNS QGM - Cpl John Hiscock QCVS - Capt Mark Anderson, LA Samantha Annison, PO George Cartwright, LS Lee Edmundson, LOM Clare Farrar, CPO Reginald Ferguson, Lt Col George Gelder RM, A/LS David Hall, Maj Mark Hammond RM, WO Steven Houghton, Maj Jon-Paul Jon-Paul RM, A/LS David Hall, Maj Mark Hammond RM, WO Steven Houghton, Maj John-Paul Hughes RM, WO2 Garry Isaacs RM, Rear Admiral Adrian Johns CBE, Capt Oliver Lee RM, Capt Tristan Leyden RM, PO Simon Lovell, WO2 Murdo MacKenzie RM, Cdre Jamie Miller, CPO Scott Mitchell, Maj Paul Morris RM, Cdr Jonathan Pentreath, Cpl Anthony Phillimore RM, Mne Michal Qarajouli, Capt Gawain Ross RM, Maj Jonathan Sear RM, Lt Col David Summerfield RM, Cdr Gary Sutton, Lt Col William Taylor RM, L/Cpl Paul Tucker RM, Lt

Cdr David Westley, Cdr Melvyn White MBE BEM, L/Cpl James Young RM, 2nd Officer Graham Lloyd RFA, Capt Roger Robinson-Brown RFA

Brown RFA
Mentioned in Despatches – Lt Anthony
King (posthumously), Capt Alan Barnwell
RM, Lt Jason Blackwell, CpJ Jack Broughton
RM, Capt The Honourable Michael
Cochrane OBE, Mne Andrew Cullen, PO
Antony Dixon, Sgt Stephen Eaton RM, Lt
Cdr Graham Finn, Cdr Guy Robinson, CpJ
Robert Storey RM, MA Mark Sumner, Col
Sgt Gary Patterson RM, Sgt Ross Telford
RM, CpJ John Thompson RM, CpJ James
Twycross RM
American awards to British personnel:
Legion of Merit (Degree of Officer) – Cdre
Jamie Miller, Rear Admiral David Snelson
Legion of Merit (Degree of Legionnaire) –

Jamie Miller, Rear Admiral David Snelson Legion of Merit (Degree of Legionnaire) – Capt Nicholas Lambert Bronze Star Medal – Capt Mark Anderson, Capt The Honourable Michael Cochrane OBE

#### revolution is in the air in devonport as the armada arrives and sailors go back to school at the water's edge

# Drake's sights set on Armada

T'S TAKEN 415 years but the Armada is finally transforming

Devonport.

And no, Sir Francis Drake, would not be turning in his grave.
He'd probably be quite chuffed.
Sailors living in HMS Drake will see the biggest shake-up in the establishment's history as a multimillion pound revamp brings the million pound revamp brings the base's accommodation into the

21st Century.
In under four years, 1,650 new rooms for single officers and ranks living on site will be created, each with its own toilet and shower, each with its own phone socket, and - crucially - each with privacy

and personal space.

Project Armada is the ambitious plan to transform all single living accommodation in Europe's largest naval base.

The scale of the work at Drake a privately-funded project which the Navy will pay for in install-ments in coming years – goes beyond the scope of similar schemes at Portsmouth or Faslane.

Blocks will be flattened and rebuilt. The famous drill hall will be given a fresh lease of life. Tower blocks will be replaced by green space. And all in little more than three years.

It means for sailors currently living on site there will be short-term pain for long-term gain.

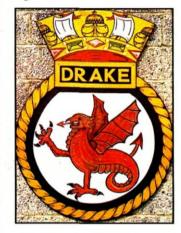
But Armada project manager Ruth Keegan pledges sailors will only have to move flats once dur-

ing the construction upheaval.

"This accommodation is a per-

son's home. I don't want to see them messed about, so they should only have to move once," she said. "Armada is a terrific change for Devonport. It's a terrific change

for the better."
Mrs Keegan is quite blunt when it comes to the condition of existing junior rates' accommodation - "I would not have my children liv-



The present high rises - the Hawkins, Boscawen, Cornwell or HCB block – and Rodney and Benbow blocks belong to an age when tall flats and concrete cladding were in vogue.

Three decades on they have fall-

en far behind what young people expect - and usually enjoy - on college and university campuses.
Upgrading shoreside accommo-

philosophies of previous Second Sea Lord Admiral Sir Peter Spencer.

Replacement blocks Portsmouth and Faslane are taking shape; Drake's transformation should begin in the New Year.

It will begin with HCB, which will be flattened. New en-suite campus-style flats for senior rates will rise phoenix-like on the same

wos and senior ranks will also take over the drill hall, which will be converted into mess facilities.

Junior ratings meanwhile will eventually move into the present WOs and senior rates' block – but not before the building has been converted to single, en-suite rooms throughout

throughout.
Additional accommodation for junior ranks will go up on the site of the Rodney blocks, while the Benbow tower block will be razed to the ground and turned into

green space.

The last act will be to refurbish the north and south blocks of the Ward Room and rebuild Armada

"We've had to sell this to the senior ratings – they like their block. It's relatively new. But they will get much better facilities when this project is completed," Mrs Keegan explained.

"One of the key aims has been to maintain that feeling of commu-nity. There will still be sports facilities, bars, hair dressers, a shop and other amenities - and there will still be communal areas in the accommodation blocks. That's very



• The accommodation and administrative heart of HMS Drake which will be transformed in less than four years to provide en-suite facilities for all single sailors living on the base

# New waterfront centre in tune with family harmony

A PIONEERING satellite learning centre will open in Devonport in the New Year to give west country sailors more time at home.

A waterfront training school will mirror courses provided at bases outside the Plymouth area as senior officers look to slash the amount of time sailors spend

amount of time sailors spend away being trained.

A building once used to train laggers is being stripped out and turned into an offshoot school to teach communications skills, soldering, simple hydraulic and pneumatic engineering and other facets of the Naval learning process.

learning process.
Courses will be run either over computers or using instructors sent from other establishments in a move which should save 9,000 days a year for the sailors passing through training.

To date, communications and warfare rates have been sent on courses at HMS Collingwood or Portsmouth and engineers to HMS Sultan – all 180 miles from Plymouth.

The training is adding to the family separation sailors suffer at sea and cutting down on separation is one of the cornerstones of the TOP-MAST initiative.

Senior officers believe a satellite learning centre in Plymouth providing the same courses to the same standard will keep training at a high level, but crucially allow sailors to learn without being split from their families.

The centre will also be equipped with an internet cafe and there are already plans to increase the range of courses on offer, including bringing in mobile trailers.

"It makes more sense to bring a teacher down here to bring a teacher down here to Plymouth than send 16 pupils up to Collingwood," explained Lt Cdr Glynn Evans, heading the project. "If people feel the Navy cares about them, they are more likely to stay. Harmony time is very important.

time is very important.

"Setting this up is more expensive than running the existing courses – but in the long term there will be savings."

Plans for similar waterfront training centres in Faslane and Portsmouth are in hand but on a smaller scale to save up to 20,000 training days per year.

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# Courageous decision ends spell of myths

believe opening veteran nuclear submarine HMS Courageous to the public is banishing myths about

nuclear power and safety.

Officers believe turning the former Cold War warrior into a muse-

um has proved worthwhile.

More than 4,000 people have squeezed through the hatches of the hunter-killer since her move to dry dock more than a year ago. Base bosses admit that as a

museum piece Courageous is still rough and ready and not the full 'visitor experience' they want to create for her.

Tourist numbers may pale in comparison with HMS Victory and her historic friends in Portsmouth.

But with Devonport not open to the public on the scale Portsmouth dockyard is, senior officers are pleased with the numbers – and especially with the results.

Generally, the reaction of the public has been very positive. It has helped to raise awareness of nuclear submarines and how we look after our decommissioned boats. Better understanding can never be a bad thing," explained Lt Cdr Ian Duncan, business manager for the Captain Base Safety in Devonport.

"We're trying to de-mystify nuclear submarines, not just how they operate but the whole nuclear

Falklands veteran Courageous was picked ahead of HMS Conqueror and HMS Valiant, also de-commissioned, as a showpiece because externally she was in better condition and internally less

had been ripped out.
A trawl of skips found some apt 1970s decor such as TV, video and a projector for the messes.



• Fish out of water: HMS Courageous in her permanent dry dock

And the boat still has a semiactive life, albeit limited, used as a training vehicle by MOD Police and DML dockyard staff.

The passageways and nooks and crannies of Courageous are ideal for teaching police sniffer dogs the layout of a submarine.

These 'specialist visits' account for about 10 per cent of people

traipsing through Courageous.

Navy Days in 2002 brought in almost one third of the submarine's 4,000 visitor total. One in five visitors is a schoolchild and the general public accounts for the

remaining 'tourists'. All show interest in the cramped conditions submariners must endure and the long-term care of a decommissioned boat. They also ask a few odd questions.

We get the old favourites like 'Where are the windows?' and 'How do you see where you're going under water?' One child saw surgeon's saw and asked whether it was for torturing prisoners," Lt Cdr Duncan added.

Although de-fuelled, the reactor compartment remains on board but is off limits to the public.

Not for safety grounds, but because a long-standing nuclear agreement with the US means that people without security clearance cannot see the compartment.

The agreement may date to the late 50s, and technology has moved on apace, but the fundamentals of nuclear power remain the same.

A small visitor centre next to Courageous' dock will slowly be improved as will the boat herself.

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www.navynews.co.uk 28 NAVY NEWS, DECEMBER 2003



# Royal Naval Association

# for Arthur

FORMER Royal Navy welter-weight boxing champion S/M Arthur Adams, a founder member of the Camberley branch and member of the HMS Sheffield Association, scored another tri-umph recently when he notched his 100th birthday.

A former Chatham rating, he served in HM ships Cyclops, Renown, Caria and Vulcan, and was in Sheffield when the Bismarck was sunk. He was mentioned in despatch-

es three times - on one occasion for diving into the sea to save a

colleague.

Arthur also won the Inter Services boxing title, beating the

Army's top man in the process.
The chairman of the branch,
Geoff Cooke, attended Arthur's
birthday party along with S/M
Peter Gough

# Champion celebration Rock on the roll

A steady rise in the number of overseas RNA branches has the flag flying today in places as far removed as Cape Town and Cyprus and now two more newly-commissioned branches have joined the roll of honour, Gibraltar and North France.

It is fitting, in the view of the role Gibraltar has played in the history of the Royal Navy, that the commissioning took place on the Rock and on Trafalgar Day.

The Rev Michael Harman RN conducted the service in the presence of the Commander British Forces and the delegated commissioning officer of Commodore Richard Clapp RN.

The principal guest was the Hon Peter Caruana QC, First Minister of Gibraltar.

After the ceremony the traditional Up Spirits was piped in the Cormorant Boat Owners Club, where the commissioning cake was cut by the youngest branch mem-ber, WTR Kelly Jenkins, and the

commissioning officer.

That the Gibraltar branch is likely to prosper was evident from its initial meeting, attended by more than 50 members. These include serving personnel as well



 WTR Kelly Jenkins and the Commissioning Officer cut the commissioning cake for Gibraltar branch

as ex-regular and Reserve personnel from Gibraltar and the nearby Costa del Sol.

Members meet on the first Monday of the month at 2000 in the Cormorant Camber Boat Owners Club on Coaling Island, by HMS Rooke, and the club welcomes new recruits. Details from

Lt Cdr Jim Cubbage, 00350 55714.

While news is awaited of the North France (Brittany and **Normandy)** branch, the commissioning was performed by S/M Ken Napier, of the **Aquitaine** branch, which is giving stalwart support to the new branch.

For further details contact Ken on 0033 55301 7280.

# Birch tree planted for anniversary of battle

A SILVER birch tree has been planted at Greenwich Place, Saltash, to commemorate the 60th anniversary of the Battle of the Atlantic. The Mayor, Clir Baz Gregory

(ex-Merchant Navy), S/M John Stewart, Chairman of Saltash branch, and S/M William Tait, resident of Greenwich place, performed the ceremony.

Prayers, including a twominute silence for the Fallen, were led by Canon Richard Maynard.

The event was well-attend-

ed by visiting standards.
The branch's annual dinner was also well-attended, when past-Chairman David 'Tiny' Lockwood was awarded life membership of the RNA.

I HOPE YOU'RE BOTH GOING TO BEHAVE YOURSELVES ON OUR CHRISTMAS SHOPPING TRIP ..



Naval Quirks WHEN WE GET BACK,
I'LL SIT YOU BOTH
DOWN AND READ YOU

THOSE YOU'RE BOTH ROSKILL'S STIRRING ACCOUNT FROM HIS WAR AT SEA



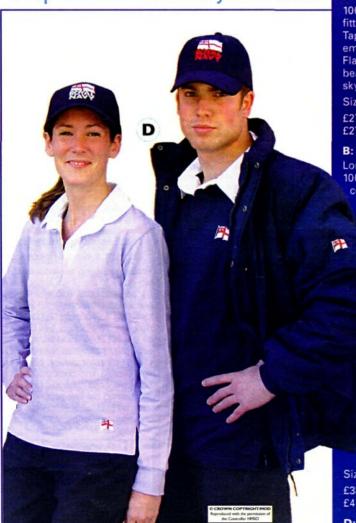
OF THE BOXING DAY BATTLE BETWEEN THE "SCHARNHORST" AND THE "DUKE OF YORK"



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#### **B: Rugby Shirt**

Long sleeve unisex shirt. 100% cotton. Traditional rugby collar, split side seams. Beautifully embroidered with the Ensign Flag.

Available in Navy.

Sizes: S - XXL £29.99 UK;

#### £29.69 O/S C: Regatta **Jacket**

£30.73 EU;

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£38.99 UK; £41.13 EU; £41.76 O/S

#### D: Baseball Caps

Royal Navy embroidered Ensign on the front with the Royal Navy on the back. Available with either Red or White writing. £8.50 UK; £9.02 EU; £8.33 O/S

# **Royal to** the rescue as weather hits flotilla

HOW the RNA came to be rescued by the RM Association gave rise to much good-humoured banter when S/M Leo Whisstock, of **Beccles** branch, met Alex Tibbles of Welwyn Garden City RMA, at a national fishing festival in Lowestoft.

As organiser of the boat fishing section of the festival, S/M Leo, a local man, arranged for 23 anglers to be taken in four boats to fish half-way between Lowestoft and Great Yarmouth - one of which he skippered himself.

It was the second day of the festival and the weather was not looking good.

When it continued to deteriorate and became threaten-ing, the skippers decided to call it a day and head for

There was no such luck for S/M Leo, whose boat had developed a nasty noise at the stern due, it was late revealed, to some old rope becoming snagged on the propeller.

He decided one of the other boats would have to tow Leo's vessel to Great Yarmouth.

As his boat wallowed in worsening sea and drenching rain, alongside came the rescue boat with Alex Tibbles standing proudly on the stern, tow rope in hand, calling: "Don't worry, Royal will get you home!"

After a long, wet journey back to port, the two met up in the bar that evening and, to the delight of assembled anglers, and some ribald comments on RN versus RM, were the best of friends.



Shipmates from Cleethorpes and Grimsby branch with the Commanding Officer and members of the ship's company of HMS Grimsby at the presentation of the Ensign that was worn by the Sandown-class minehunter during operations in Iraq earlier this

#### £50 PRIZE PUZZLE



The mystery ship in our October edition Dingley.
The winner of the £50 prize

Plymouth.

This month's mystery ship – as her lines suggest – started life as an ocean-going tug but later converted to offshore patrol work.

She was thought to be the oldest ship in the Fleet when she came to a sad end in the mid-1970s. Can you provide us with her name?

The correct answer could

Her pennant number has been removed from the photo-

been removed from the photograph.
Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.
Closing date for entries is January 16, 2004. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.
The winner will be announced in our

Il be announced in ou February edition. The competition is not open to *Navy News* employees or their families.

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# Royal Naval Association



# mayors

THE REQUIREMENT that the Mayor of **Ferndown** must be a member of the local RNA branch is not absolute – despite the fact that six members of the branch have between them served nine terms as civic leader.

While this could well be a record for any branch, it also indi-cates the reputation the branch

has earned in the local community.
The last S/M Harry Soloman was elected Mayor three times, S/M Mick Arnold twice, with the following completing the remaining four terms in office - S/Ms Len Hawker, Mrs Kathy Taylor, Pat Young, the current Deputy Mayor, and Mayor Elect, and S/M John Rigler, the present Mayor.

# Group at Cenotaph

IT HAS been a busy season for branches throughout No 5 Area, which was well-represented at a VJ parade and service at Brightlingsea, and at All Saints Church, Walton-on-the-Naze, for a service commemorating the 60th anniversary of the Battle of the

Atlantic.
Members of Clacton joined those of Frinton and Walton, and travelled to Whitehall for the Cenotaph parade, while more than 30 members of Clacton attended a memorial service in Nelson's church at Burnham Thorpe,

# Visitors see **HMS** Raleigh

MEMBERS of the Taunton branch thoroughly enjoyed a visit to HMS Raleigh, organised on their behalf by S/M K. Reed and his wife Joan.

During the visit they watched a Passing Out Parade of young recruits and enjoyed lunch in the Senior Rates Mess, where they were made most welcome.



Leo waits to be signed on as a Liss and

# **Dog star at Liss**

LEO, a golden retriever, won the hearts of members of Liss and District branch when he turned up at a branch meeting for a cheque presentation ceremony to the charity Canine Partners

Leo, a canine star, showed members how he could operate zips, remove coats and shoes, fetch a telephone receiver and cover his owner with a blanket, in the event of an accident.

He accepted the cheque from the branch and presented it formally to Mrs Barbara Richmond, of Canine Partners.

Leo underwent the same training as Endal, their most famous graduate, owned by former PO Alan

# Ferndown boasts six The Immortal Memory

THERE was nothing half-hearted about the 'Trafalgar Weekend Experience' at the Trecarne Hotel, Babbacombe in Devon, to celebrate Nelson's victory.

Nelson's victory.
Organised by members of
Plymouth and Torbay branches, it
was enjoyed by 200 shipmates,
their wives and partners, and
proved such a success that a repeat
is planned for October 2005.
The celebration kicked off with
a rum reception with the Eveter

a rum reception, with the Exeter White Ensign Club in Victorian uniforms piping Up Spirits and serving tots in style.

Following a seven-course ban-quet featuring 'nautical dishes', guest of honour Cdr Trevor Horne, Executive Officer of HMS Drake, proposed the toast to the Immortal

If the celebration went on until the small hours, there was a good turn-out on Sunday for a Trafalgar Remembrance service, conducted by Peter Haywood, Chaplain of Torbay and Exeter Merchant Navy Association. What the weekend achieved was

to unite many of the smaller RNA branches in a combined celebration with many other ex-Service

Those represented included the Bodmin, Brixham, Isle of Wight, Launceston, Newton Abbot, Plymouth, Saltash, St Ives and Torbay branches of the RNA, plus members of the RM and Ton Class Associations, and a large contin-gent from the Leicester Senior Services Club, including a number

of ex-Wrens.

■ To music by the Band of the Royal Marines School of Music, Portsmouth, more than 100 members of the Cyprus branch and guests enjoyed a Trafalgar dinner featuring such nautical dishes as Plaice Nelson and Victory Baron

The evening got under way with a Mess Beating by the band, followed by a traditional tot of Nelson's Blood. As the occasion also marked the branch's first birthday - and a very successful

year – there was much to celebrate. Following a superb meal guest of honour Capt Alistair Halliday, former CO of HM ships Bridport, Manchester and Campbeltown, and

now Assistant Director of Corporate Communications (Navy), recount-ed some of the known and lesserknown facts of Lord Nelson's life, concluding his speech with a

Hall paid tribute to the committee members, especially his wife Helen, branch secretary, and to vice chairman and welfare officer S/M Fred Cooper, without whose efforts the branch would never have been launched.

He reminded those present that no interest was shown when it was proposed to commission a branch on the island.

Undaunted, however, they had pressed on to achieve a member-ship of more than 100 members, and become one of the top ten of the overseas branches.

With so much to celebrate, the evening ended with community singing of sea shanties and a stir-

singing of sea sharines and a stirring rendition of Rule Britannia, which almost raised the roof.

Rear Admiral Nicholas Wilkinson, President, proposed the toast to the Immortal Memory at the Swindon Trafalgar Ball, privated by 88 members at questies.

enjoyed by 88 members and guests.
Wartime veteran S/M Ted Brown,
who retires shortly as branch PRO
and scribe after 18 years, proposed the toast to the Queen.

The guest speaker was Capt N. Harland, of the Joint Services Command Staff Course, Shrivenham.

In France, the Aquitaine branch celebrated Nelson's victory by organising a lunch for members at Bounaiques, Dordogne, enjoyed also by members of the newly-com-missioned North France (Brittany and Normandy) branch

and members of AMMAC, the French equivalent of the RNA. The guest speaker was Capt Didier Lombard, Naval Attache Paris - who believes that if Nelson had been born much later than he was, he would have been a sub-

mariner!
■ Lt R. Pedre, Commanding
Officer of HMS Cottesmore and guest of honour at the Market Harborough celebratory dinner, proposed the toast to the Immortal Memory. The enjoyable occasion was presided over by S/M David

■ For the first time the York branches of the RN and RM Associations jointly organised a successful Trafalgar Dinner, attended by 100 members and

guests.

The guest of honour was Mr
Hugh Bayley MP, who was presented with an engraved glass and a
copy of World War II poetry,
Soldiers of the Sea by S/M Bernard
Hallas, by way of a memento.

The presentation was made by
president Cdr. David Boag RN

president Cdr David Boag RN (retd), and joint secretaries Mike and Pat Farrington were praised for organising such an enjoyable event.

# Campaign to save Gravesend HQ

FROM S/M Charles Mercer, Thurrock branch president, comes an appeal to members of the RNA to support Gravesend branch, which is fighting to save its headquarters and club. Situated in Springfield Road, Northfleet, in

Kent, the premises is owned by the local council, who want the branch to vacate the premises, despite having been rented the property for more

Those willing to support the branch and S/M Thomas Barden on 01474 363497.

# Plaque is dedicated

ROYSTON branch and their RAF equivalent dedicated a new joint memorial plaque to past Naval and Air Force comrades at Priory Gardens Gates in Royston.

The new plaque is mounted on a gate column and was jointly-funded by Royston RNA and RAFA branches to replace one vandalised ten years ago.

With more than 40 shipmates and ex-Service personnel watching, the branch standard was smartly paraded by S/M Doug Morris, while Cambridge and Soham branches were also present.

Two comrades on parade - Stan Hales of the RNA and Peter King of the RAFA - were at the original dedication service for the first plaque.

Thanks are due to the past and present RNA branch chairmen, Don Ward and Tony Richardson, and the RAFA for their efforts in the matter.



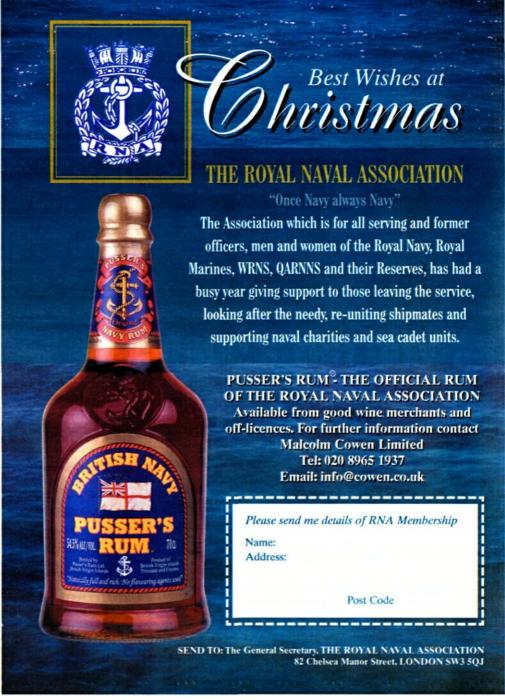
 Cdr Trevor Horne joins members of Torbay branch and the Exeter White Ensign Club at the Trafalgar Weekend Experience at Babbacombe in Devon

■ North of the border, 70 members and guests enjoyed the cele-bratory dinner organised by the **Inverness** branch.

The guests included the Provost, who is vice patron of the branch, the Harbourmaster Capt Murdo McLeod, Chief Constable Latimer, the Firemaster Mr Murray and Caroline Thompson, Chief Executive of the Highland Health Board.

The guest speaker was Commodore Sandford, Naval Regional Officer Scotland and Northern Ireland





# **Enemy' forces — and foul weather — prove stern test for JMC ships and shore staff**



 A crew member of Type 23 frigate HMS St Albans updates the Operations Room information board during a Joint Maritime Course earlier this year

# Battle rages off **Scottish shores**

warpath, and Brownia must tread carefully lest relationships with Cyanica and Ginger suffer as the nations gear up for conflict.

And while ships of these imaginary nations prepare for action far out to sea off the north-west coast of Scotland, battling against fierce winds and a nasty four-metre Atlantic swell, the atmosphere at the Maritime Operations Centre in Clyde Naval Base is as calm as the waters of the Gare Loch which lap the jetties just beyond the windows.

This dichotomy between the 'sharp end' of Joint Maritime Course (JMC) 033 and the managers ashore neatly captures the essence of the two-week exercise, which is normally held three times a year.

For while the ships and aircraft - and increasingly in recent years, land-based units - strive for supremacy against their allotted enemies and Mother Nature in a scenario which reflects the current world political situation, the 20 core staff and 100 or so augmentees at Faslane are constantly calculating, refining and amending plans to give Commanding Officers as much scope for training as possible.

Cold War JMCs used to reflect the submarine threat posed by the Soviet Union,

but the focus has since shifted closer to the shore, and although there are still high-seas elements, the scenario now has far more of a littoral flavour.

A dozen nations were involved in JMC 033 - the last of the year - which was split into work-up and operations phases.

Staff Officer Info Ops Lt Cdr Simon Goldsmith said there was a further move towards true jointery.

JMCs usually attract RAF and allied air force planes, particularly maritime patrol aircraft (MPAs), and JMC 033 was no excep-



 HMS St Albans fires a Seawolf missile during a JMC earlier this year

tion - among the 11 MPAs taking part were Australian/New Zealand P3s - but this time the Army Air Corps brought some heli-copters along, and the RAF Regiment had ground defence forces deployed ashore.

Some staff supporting the P3s really were in Scotland on a flying visit - one of the RAAF augmentees, Flying Officer Catherine Walsh, said: "I will have spent more time travelling here and back than I will have done in the country

A one-way trip in a C-130 Hercules takes seven days from Australia, with stopover -but for Catherine it gave invaluable exposure to European forces; her normal contact would be with Americans.

Co-ordinating staff must tackle and solve a bewildering array of problems ranging from repositioning ships whose programme has been distorted by weather to arranging helicopter or boat transfers,

arranging helicopter or boat transfers, hotel accommodation in remote towns and finding spare parts at short notice.

Lt Cdr Goldsmith said: "We facilitate training. We create the conditions for units to be in the right place at the right time to train as individuals or in a group.

"It's a question of meshing it all together – and it's all about communications.

"There are lots of ways of doing things but we have got some ships out there with-

but we have got some ships out there with-out the Internet, or without telephones, and talking to them remains the key.

The atmospherics are just as bad as 40 years ago, but we can produce more information more quickly now - so there are still issues with communications.

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# Chile's warm reception for Sheffield

Almirante Williams, welcomed on board her new masters as part of a visit to Devonport Naval Base.

The Chilean Minister of Defence, Dr Michelle Bachelet, and the Commander in Chief of the Chilean Navy, Admiral Miguel Vergara, were among the party welcomed to the Plymouth base by Naval Base Commander, Cdre

Andrew Mathews.
Other senior Chilean officials included the Under Secretary for the Navy Carlos Mackenney, Director of Naval Programmes Rear Admiral Cristian Gantes, Defence and Naval Attaché Captain Enrique O'Reilly who were shown around the Chilean Navy's latest warship. Dr Bachelet said: "I am very

impressed by the progress of our crew under training by the Royal Navy. The morale is very high and they will be a credit to the Chilean Navy when they get back to Chile next year.

Adm Vergara added: "This is a significant ship for Chile because its purchase from the Royal Navy represents the first step in an extensive modernisation of our

"We already have three Countyclass and three Leander-class ex-Royal Navy warships, most of which are more than 35 years old.

"This is the first second-hand ship of its age that we have bought from the Royal Navy, and hope

"It is a good platform and we are impressed by the training under the Royal Navy."

The Type 22 batch 2 frigate will start her long voyage to her new home at the ond of this war area. home at the end of this year once her newly-formed Chilean ship's company have completed operational training under the watchful eye of Flag Officer Sea Training.

A LEGACY of the former HMS Sheffield has been presented to the city's Lord Mayor Diane

The model of the Wilkinson Sword of Peace, won by the Naval Task Force that included the frigate for helping the people of Nicaragua and Honduras in the aftermath of Hurricane Mitch in 1998, will be on display in the city.

# Yeovilton twins up to France

THE ENGLISH version of a twinning arrangement between Royal Naval Air Station Yeovilton and the French Naval Air Station at Lanvéoc-Poulmic was signed when both nations' senior officers met up at the Somerset base.

Cdre Alan Bennett, command-ing officer of RNAS Yeovilton, formally established the link between the two air stations when his opposite number Captain Charles Jeanne-Julien visited the British air station for the first time.

This twinning arrangement for-malises the relationship that has developed between the two air stations over the past year. Squadrons and departments at

Squadrons and departments at Yeovilton have been busy setting up their own links with their French counterparts, the first of which was a visit by divers at Yeovilton's Underwater Escape Training Unit to the French Sea Survival Centre Survival Centre.

The partnership is intended to develop greater understanding between the two navies.

#### **Workshop** wants woodworkers

LORD Roberts Workshops, part of SSAFA (Soldiers, Sailors, Airmen Families Association) Forces Help, are calling for dis-abled ex-Service people with wood-machining or wood-working

The Workshops, based in Edinburgh, have been providing work opportunities for disabled ex-Service people for over 100

For more information, telephone 0131 337 6951.



• The painting from the HMS Penelope Association

### Penelope lives on

TO MARK the fortieth birthday of the former Royal Navy ship, the HMS Penelope Association commissioned a water-colour painting for the frigate that now lives on as the BAE Presidente Eloy Alfaro in the Ecuadorian Navy.

The painting by the maritime artist George Hinds shows

the Leander-class frigate in the first flush of her youth and freshly accepted into Naval service.

Defence Attaché Capt Ed Searle RN and the British Ambassador Richard Lewington handed over the commem-orative artwork in a ceremony on board the Alfaro at the Ecuadorian Naval Base Guayaquil.

The picture now hangs in pride of place in the frigate's wardroom, and the Ambassador praised the obvious care that the Ecuadorians had devoted to the former RN frigate.

HMS Penelope saw almost 30 years service with the Royal Navy including action during the Falklands Conflict in 1982. She was bought by the Republic of Ecuador in 1991 along with her younger sister HMS Danae, now the BAE Moran Valverde.

For more information, visit the HMS Penelope Association website on: www.homepage.ntlworld.com/mike.bee.



A diver from the Northern Diving Group uses plastic explosives to clear ordnance

# Packed year for bomb unit

STAFF in the Northern Diving Group (NDG) have already surpassed last year's call-out total - and the total number of explosives dealt with was boosted by a productive ten-day stint off the northern tip of Scotland earlier in the year.

The NDG, based at Clyde Naval Base, had attended 187 taskings by the beginning of November – the total for 2002 was 179 – with work ranging from the safe disposal of mines, torpedoes, bombs and grenades to the recovery of a

diver trapped in a wreck.

Another aspect of their tasking sees the unit safely dispose of up to 2,000kg of time-expired pyrotechnics each year from Coastguard stations in their area.

One of the highlights of 2003 was the two-week range clearance operation around Garvie Island at Cape Wrath – predominantly underwater clearance of live 1,000lb bombs dropped by aircraft during exercises in 2002 and 2003. Conditions were tricky, often

with a big Atlantic swell and fierce tidal streams, but the diving was described by the unit's Commanding Officer, Lt Cdr John Burden, as "superb – crystal clear and chillingly cold".

Kind weather and a willing sup-port crew on the SERCO boat Omagh meant the 13-strong crew got through 83 dives, totalling 2,050 minutes, and 30 pieces of ordnance were destroyed.

The daily routine saw two of the younger divers get into their dive suits and swim the 500 metres out to where the unit's rigid inflatable boat was left overnight,

### **Britannia nets** top venue

THE ROYAL Yacht has added another title to her string of awards.

Condé Nast Johansens have named Britannia 'The most excellent venue' in the UK.

This highly sought-after award confirms Britannia's place at the peak of corporate event hosting.

This past year has seen an increase of 40 per cent for corporate events on board the former Royal Yacht, which offers unri-valled setting and facilities.

Peter Lederer, chairman of Visit Scotland, said: "This is fantastic news for Britannia and indeed for Scotland. This award proves that a Scottish venue can compete with the very best in the and is a fitting tribute to the excellent standards of cuisine and service at Britannia.'

returning to pick up the rest of the team and equipment and transfer them a mile out to rendezvous with the Omagh.

with the Omagh.

On a typical day the divers could see the sea bed at 12 metres below the surface, although thick clumps of kelp sometimes obscured the floor of the bay.

Bombs which appeared dull grey at a distance either turned out to be blue (indicating an inert

to be blue (indicating an inert device) or green, warning of high explosives. These devices were marked with a buoy, and divers later returned with a 4lb plastic explosives pack for safe disposal.

Once the boats were clear, and a safety check made of the area, several bombs could be detonated in quick succession - a 1,000lb bomb lifts a huge dome of water some 20 metres above the surface, through the centre of which shoots a plume up to 70 metres high. Lt Cdr Burden said: "It has

been an exciting year for us.
"It has been a testing time for my people, but they enjoy the job. Some people were employed on Operation Oracle then Operation Telic, but we still had to maintain cover for explosive ordnance dis-posal in the UK."

### **Liverpool sets** an example

TEN foreign naval officers from the Royal Navy International Principal Warfare Officers Course at HMS Dryad were welcomed on board Type 42 HMS Liverpool for weeks of sea training

The destroyer showed off to the foreign students the Royal Navy's abilities in modern maritime warfighting, through a number of different exercises including antisubmarine warfare and area air

The training helped forge mutual respect between the British and the students from Singapore, Brunei. Greece. Malaysia. Pakistan and Turkey.

■ A FOOTBALL injury had laid up OM(C) Jan Langner of HMS Liverpool sick on shore, so he was slightly surprised to be summoned back to the ship by commanding officer, Cdr Gerry Northwood.

Consternation turned to jubilation when he discovered that he was the lucky winner of £1,500 from the RN&RM Sports Lottery.

# **New search** for Dental Hygienists

A NEW opportunity become available for volunteers from all branches to train as Dental Hygienists at the Defence Dental Agency Training Establishment in Aldershot.

Up to now only personnel with experience of dental nursing have been able to

take on the training.

Dental Hygienists work to the prescription of a Dental Surgeon carrying out treatments focused on the pre-vention of dental disease.

The course runs over two academic years. The qualifi-cation gained is a Diploma in Dental Hygiene awarded by the Royal College of Surgeons of Edinburgh.

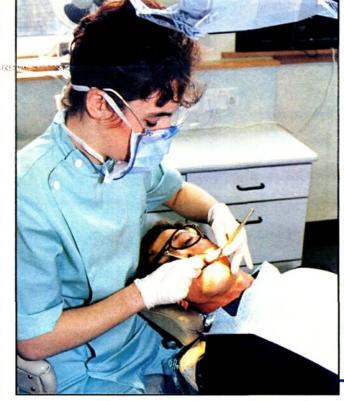
The minimum academic entry requirements are five GCSEs at grade C or above (or equivalent) and two A Levels in any subject at grade E or above. The GCSEs must include a science-based subject and English Language.

English Language.
Selection will be by a single Service Board followed by an interview at the Defence Dental Agency Training Establishment.
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A Dental Hygienist in action at HMS Neptune



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#### SCHARNHORST BATTLE IS HONOURED AS GERMANY'S SMALLEST SUBMARINE RETURNS TO THE WATER

# Ild enemies, new friends

"For many years we have main-

tained a close friendship and our one-time enemies have become

our comrades. We all hope that the events of that time long ago will never happen again."

The 77 British veterans who crossed the North Sea included former shipmates of cruiser HMS

Belfast and John Baxendale of

destroyer Scorpion and friend Tom Bethell of HMS Savage who have

been attending reunions for the

past dozen years. Charles Simpson, an engineer-

ing officer in Belfast, echoed the

ordinary seamen had no enmity

towards their opposite numbers.

There was quiet admiration for officers and ratings who spoke a

different language and who had fought a good fight."

Fellow former HMS Belfast crewman Edward Palmer added:

"We held the men of the Scharnhorst in great respect. I

have always been sorry that it was

necessary to ensure the end of this

The get together, which included a wreath laying at the Scharnhorst memorial, was the final reunion in Germany for the

German veterans are consider-

ing a get-togerther in the UK next

great ship.

battleship's ex-crew.

"Crew from the admiral down to

German sailor's sentiments.

VETERANS of the Royal Navy's last 'big gun' clash gathered for the final time in Germany to mark the 60th anniversary of

the sinking of the Scharnhorst.

The Battle of North Cape on December 26 1943 all but brought to an end surface operations by Hitler's navy to threaten convoys to Russia.

The bitter Boxing Day battle in the half-light of the Arctic Circle was the last time men of the RN faced a foe in a battleship.

'Lucky' Scharnhorst sank carrier HMS Glorious in June 1940. Forty-two months later the RN meted out terrible revenge as the battleship tried to intercept a convoy bound for the Soviet Union.

Of Scharnhorst's crew of 1,968, just 36 were plucked from the icy waters as the tangled wreckage of

their vessel disappeared. Six decades on, the Scharnhorst Association invited British survivors of the battle to the port of Wilhelmshaven to pay tribute to men of both sides who fought at North Cape.

Wolfgang Kube, Scharnhorst Association chairman, said it meant a lot to the dwindling band of survivors that former enemies from Britain made the pilgrimage to Germany to pay their respects.

After 60 years there is no ani-mosity between the two sides, merely the common bond of the

sea.
"The British presence shows that they have a great interest in cultivating strong bonds of friendship with us and demonstrates how the tragedy that befell Scharnhorst and her company left all British Naval personnel who fought in that battle deeply moved," Herr Kube added.



# **One-man U-boat submerges** after 60 years on dry land

A GERMAN midget submarine built to defeat the Normandy landings returned to the water after more than half a century when experts lovingly restored the

Biber 105 was No.105 of around 300 one-man U-boats – the Biber, or Beaver – built by the Nazis at the tail end of WW II in a desperate attempt to check Allied

desperate attempt to check Allied Naval supremacy.

Six decades after last taking to the water, the boat was lowered into a flooded dry dock in Portsmouth Naval Base and then submerged.

The midget submarine was restored by engineers at FSL for TV show Wreck Restorers – although the job of restoring her

although the job of restoring her turned out to be as much of a rebuild with the finished article looking like new.

In war, the Beavers proved dis-astrous. Fumes frequently overpowered the men and boats were washed up with their dead crew inside. Moving at a mere five knots, the Beaver was expected to launch two torpedos strapped to



Biber 105 going to its first dive since 1945 in Portsmouth

either side of the boat at a target. Only a handful of boats even got into a position to make an attack.

"They've done a fantastic job of restoring a fantastic piece of Naval history," said Cdr Jeff Tall, director of the RN Submarine Museum which is home to 105.

"Now you can appreciate the ingenuity which went into these boats - but you also appreciate that they were the sign of failed Naval strategy. They were not

kamikaze boats, but they were extremely dangerous. Their crew were not much better than sacrifi-

were not much better than sacrificial lambs."

Biber 105 was captured at the war's end, paraded as a trophy through London and checked over by Naval experts at Chatham before being donated to HMS Ganges. When Ganges closed, the boat ended up in Gosport where boat ended up in Gosport where the restored mini-sub is on show in the museum's weapons gallery.

# **D-Day heroes** to go out in style in 2004

PLANS for major commemorations marking the 60th anniversary of the Normandy landings are taking shape.

RN and warships from Allied nations will usher veterans across to France in a symbolic crossing on

A Brittany Ferries vessel carry-ing ex-servicemen will leave in convoy from Portsmouth to Caen as thousands of men did 60 years ago to the day under much less certain circumstances.

Portsmouth will be the hub for events on the English side of the Channel while commemorations in France will naturally focus on Caen and the nearby beaches.

Military historian and TV pre-senter Richard Holmes launched plans for events in the Portsmouth area, which will precede cere-monies across the Channel.

Prof Holmes said the Normandy campaign had traditionally been seen as a victory on land – a fact which was an injustice to the crews of the 5,000 ships and thousands of aircraft taking part in Overlord.

"D-Day was the biggest amphibious operation in history. You cannot think about victory in Normandy without thinking about Operation Neptune or the Battle of the Atlantic," he added.
"The invasion remains

remarkable achievement, a large nail in the Nazis' coffin. Victory was not inevitable and that is why it is an event which is well worth

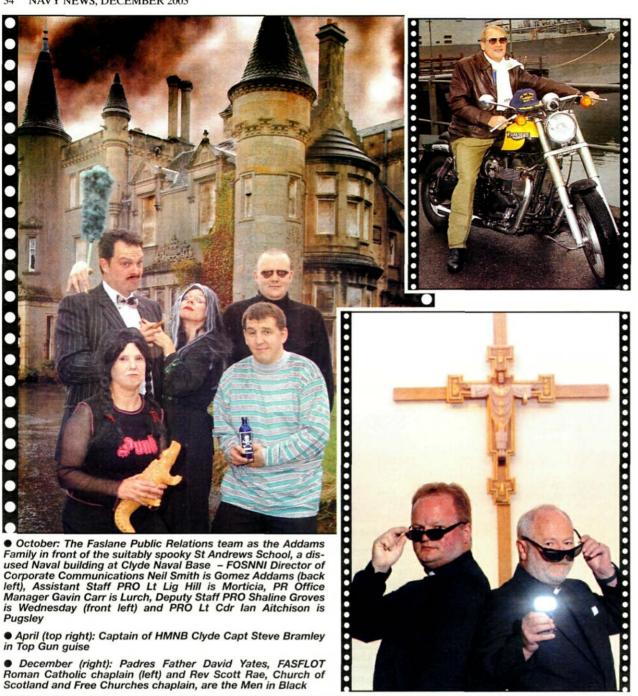
remembering.

The MOD has already struck a deal with ferry company P&O to offer veterans' groups a 50 per cent discount on crossings to commemorative events.

Details of specific events can be found on the internet at www.dday60.co.uk or by calling the D-Day Museum in Southsea on 023



www.navynews.co.uk 34 NAVY NEWS, DECEMBER 2003



# **Fasiane stars** boost coffers

MOVIE stars were out in force as Clyde Naval Base and Coulport continued to enhance their reputation as generous

supporters of charities.

At the Movies with Clyde Naval Base was chosen as the theme for the Children in Need calendar for 2004, with a list of films being posted and an invitation for groups to portray their favourite flick in the most appropriate way.

Then it was down to the imagina-tion and skill of the members of the Fleet Regional Photographic Unit,

Clyde, to bring the scenes to life.

The Public Relations team was prominent in the initiative – Assistant Staff PRO Lt Lig Hill is chairman of the base's Children in Need committee – and they opted for the Addams English.

for the Addams Family.

The Captain of the base, Capt
Steve Bramley, went for Top Gun, astride a Triumph motorbike, while the padres of the Chaplaincy represented the Men in Black.

The calendar, sponsored by Babcock Naval Services, costs £3 and can be ordered from Lt Hill on 93255 ext 6101, as can a recipe book called *Faslane Fare*, also £3.

The Royal Marines ran a Commando Wire from 120ft up the biggest crane in

the base, and raised more than £5,000.

Other initiatives for Children in Need included the construction of a new fourmetre submarine 'piggy-bank' design in yellow named HMS Pudsey, which featured live on BBC Scotland.

The boat was built by first-year apprentices at Clydebank College as part of their course work.

Members of the Sick Bay did a bed push, and the Physical Training Instructors ran an Olympiad, including



 LA(PHOT) Emma Somerfield helps out on Breast Cancer campaign Pink' Day at Clyde Naval Base

Picture: LA(PHOT) Shaun Preston

six-a-side football, volleyball, and Uckers. Faslane raised a total of £13,800 for the telethon, a typically generous response from workers at the base, but other causes are just as well supported.

Pink was very much in evidence during the Breast Cancer Campaign's 'Wear it Pink' Day, when staff were urged to wear pink item of clothing - Naval Base

Director Cdre John Borley chose a pink tie – and £1,672 was raised.

Organiser Group Capt Jane Nottingham was perhaps not surprisingly reported to be 'tickled pink'.

For a full report of Faslane's efforts, see Navy News Online

Pictures by Fleet Regional Photographic Unit, Clyde

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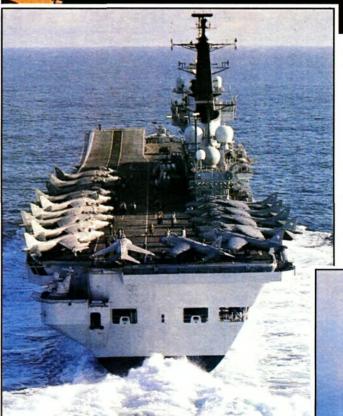
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# Harrier launch is record

launch of Harrier aircraft from a carrier of the class.

The ship put seven GR7 Harriers of No 3(F) Squadron RAF and nine FA2 Sea Harriers of 800 and 801 Naval Air Squadrons into the air in the space of 13 minutes.

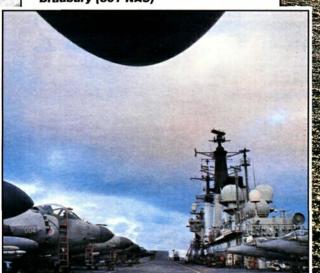
All but two of the jets were returning to their respective home bases after an intensive three-week operational period.

Although the aircraft are based on the same design, over the years the two variants have diverged dramatically, requiring significantly different engineering support, particularly for major mission systems.

As a consequence, one of the most demanding aspects of the embarkation proved to be the provision of engineering support.

 RN and RAF Harriers pack the flight deck of HMS Invincible (above, left and below), while Sea Harriers are captured in flight (right and above right). Pictures by LA(PHOT) Brad Bradbury (801 NAS)







# Old Naval fort proves a ghostly attraction for experts

# Coalhouse's spirits come under scrutiny

N HISTORIC fort as wartime Royal Navy base has been exciting interest from experts from the Ghost Club - as well as terrifying visitors seeking paranormal thrills.

Coalhouse Fort in East Tilbury, on the north bank of the River Thames in Essex, was the home of HMS St Clement (or St Clements), a Combined Operations and landing craft base between 1943

There was also a degaussing station attached to the establishment, and after the war until 1962 it was used as a Sea Cadet training centre and an Admiralty store.

The fort itself dates back to the Victorian era - it was built on earlier gun emplacements and completed in 1874 - and is one of the finest surviving examples of casemated coastal forts.

It contains a labyrinth of underground passages and chambers, and has attracted a loyal army of volunteers who since 1983 have been working hard to restore and maintain the place, many parts of which were in poor repair, and to



 Coalhouse Fort pictured during World War II

open it to the public as often

as possible. The volunteers' main source of income is from public open days (last Sunday of each month, March to October) and the Hallowe'en open evenings.

This year's Hallowe'en event was particularly successful in raising twice as much as last year - as well as confirming that there is more to the place than meets the eye.

Sue Oliver, one of the volunteers, said that one method of judging the success of the evenings was the reaction of year three visitors were so scared they literally wet themselves, while one individual managed to top even that.

The spooky atmosphere attracted 17 researchers from the Ghost Club of Great Britain in the weeks before Hallowe'en, who determined to explore the tunnels and casemates armed with cameras, recording and sensing equipment.

The Club had initially been attracted by reports from vol-unteers of unusual occurrences, including the witnessing of a 'replay' of a wartime poker game, batteries suddenly draining, the sounds of footsteps and heavy items being dragged in empty rooms, unexplained voices and on occa-sions, possible apparitions. After initials tours with

guides, and some very strong first impressions, vigil sites were chosen and the teams went their separate ways.

Two rooms are filled with wreckage and memorabilia of pilots and aircrew who died in crashes in the vicinity, and at just after 3.40am in this area a researcher requested if anything was there, could it make itself known.

In response, 'something' turned off the camcorder light, and when asked to turn it back on, it did so, repeating the trick

Sue Oliver and Membership Secretary of The Ghost Club, Kathy Gearing, who organised the investigation, had toured the tunnels before the main visit, and both had been struck by a strong smell of garlic in one area, which quickly faded. On the night of the visit mem-bers noted a strong sweet smell, which when identified rapidly changed to citrus, then perfume, and faded again.

"One member sensed a boy who appeared to be suffering from gangrene," said Kathy, "and several members reported mists appearing in the corridors and several reported fleeting glimpses of a man.

Spectacular temperature drops were noted at various points, often accompanied by unexplained orbs of light, and one member had a particularly

unnerving experience.
"Whilst negotiating the various tunnels trying to find me and another member, his oil

lamp went out, leaving him in total darkness," said Kathy. "What was particularly strange was that when I went to relight it, the wick seems to have been turned down so that none was showing - although he was adamant that he had not touched the dial at all, and the wick did not appear to be

loose or faulty in any way."
Kathy herself said on a previ-



Mysterious orbs of light are caught on camera by members of the Ghost Club of Great Britain during their visit to the fort

ous visit she had sensed a presence in the area of the gun emplacement – a vivid, strong impression of a middle-aged man in Army khaki with severe burns to the left side of his face.

"I also experienced this 'vision' again on the night," said Kathy.

"It was with great interest, that when I mentioned this to Malcolm [a volunteer at the fort], he said that there was indeed some sort of document that mentioned this incident and that a visiting medium had

also recounted the same." The visit is likely to be repeated next year, said Kathy, who praised the work of the volunteers.

"Coalhouse Fort was a wonderful place, and the investigation did seem to produce some worthy phenomena.

"Obviously, one would expect the tunnels to make people uneasy, as it is possible to lose all sense of direction in such a place.

"Likewise you would also expect draughts and cold spots, and I am always aware that there will always be a large group who are sceptical of psychic phenomena - that is, things that are sensed, per-ceived and felt - but with the strange odours coming and going as they did, and the camcorder appearing to take a life of its own and turning on and off on request, I think that anyone would agree that Coalhouse Fort definitely deserves further investigation." ■ The website of the Ghost Club of Great Britain is at www.ghostclub.org.uk

■ The Coalhouse Fort website is www.coalhousefort.freeserve. co.uk/ or www.qq22.net

■ HMS St Clement is to feature in a 'Stone Frigates' feature in Navy News in due course. If you have any memories or pictures of the establishment, contact deputy Editor Mike

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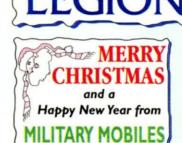
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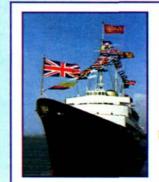


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# **Sea Cadets**

OU are part of our great Naval family," Second Sea Lord Vice Admiral James Burnell-Nugent told Sea Cadets at their annual Trafalgar Day parade.

"In uncertain times like these when danger threatens our daily lives, we draw upon the strength of the family to keep us safe.

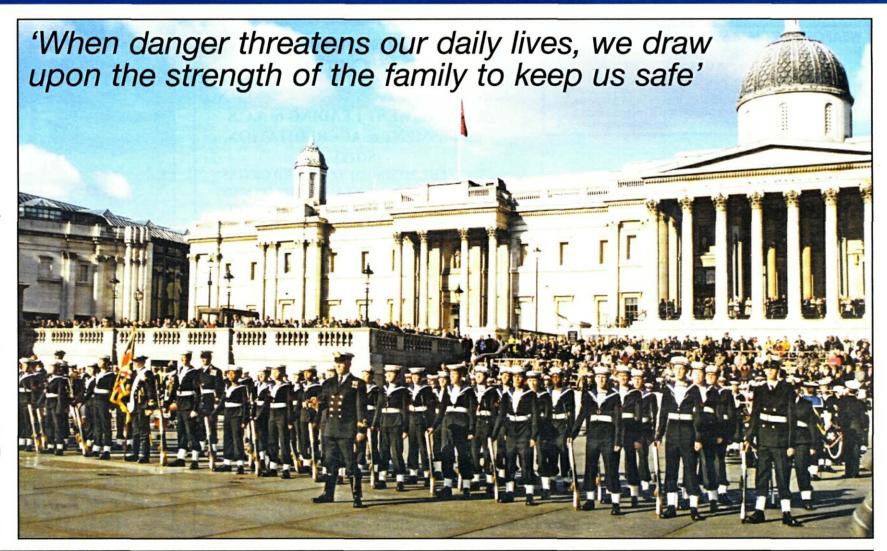
"And nowhere is that bond stronger than in the Royal Navy, bolstered by enduring traditions which have made this country great. "From the men and women

"From the men and women currently serving in our Senior Service and the veterans who sailed under the White Ensign to the next generation gathered here in Trafalgar Square wearing their Naval uniforms with youthful pride, we are a strong and resourceful family ready and willing to meet any challenge."

challenge."
Some 3,000 visitors flocked to Trafalgar Square to watch the time-honoured spectacle – the SCC's chief public showcase – as 500 cadets from units throughout the country went through their paces to mark Britain's finest hour at sea.

Reinforcing his imageboosting message to the Navy to wear uniform in public whenever appropriate, Admiral Burnell-Nugent stressed the value of family ties after reviewing the parade and praising the cadets for their contribution to the community.

Pictures: CPOA(PHOT) Wayne Humphreys



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A: Jasper Bear

Jasper is our special 'Christmas Bear' in need of a loving home.

He wears a red jumper, embroidered on the front of which is the Royal Navy crown.

Jasper is a sitting down bear with a bean filled body, feet and hands. You will also be very pleased to know that Jasper complies with the EN71 European Toy Safety regulations. So why not say a very 'Merry Christmas' to a special someone this year.

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> Jasper will be available until 31st December 2003.



# Sea Cadets

for Carers.



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# Mayors turn out in force for seafarers

SOUTHERN Area led the annual Seafarers Parade in Portsmouth, with Reigate Unit providing the band.

Before it moved off from RNA headquarters, the Guard, Colour Party and Band were inspected by Flag Officer Training and Recruiting Rear Admiral Peter Davies

Davies.

He was accompanied by the Lord Mayor of

Portsmouth and the Mayors of Gosport, Havant and

Fareham.

The Parade first marched to the Nelson Monument where a short service was conducted in honour of all seafarers before moving on to Portsmouth Cathedral

 Rear Admiral Davies presents CPO Steve Collier with his Cadet Forces Medal, awarded for 12 years' service.



# Speaker recalled after 60 years

TWO Cadets from Hornchurch Unit took part in a Service of Thanksgiving to mark the 60th anniversary of the handing over by the USA of the USS Delgada – to become HM escort carrier HMS Speaker.

The Service was given by the Chaplain to the Speaker of the House of Commons, Michael Martin, at St Margaret's Church, Westminster Abbey.

Readings were given by Baroness Betty Boothroyd; Lt Col Ron A. Bernal, Marine Attache at the London US Embassy; and Chaplain of the Fleet the Ven Barry Hammett.

Guests were later welcomed to the House of Commons by Mr Martin and the cadets, POC Oliver Behan and AC Jacqui Stannard, piped 'Hands to Dinner'. The pair later assisted in the

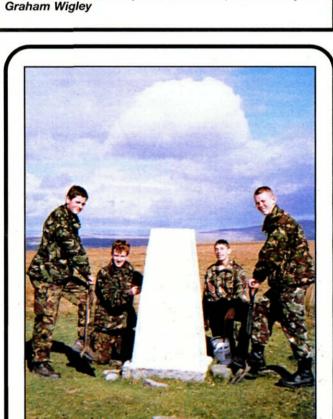
The pair later assisted in the presentation of a Bosun's Call to Baroness Boothroyd.

Baroness Boothroyd.

Special guests at the dinner also included Lord Weatherill, Speaker of the House from 1983-92

of the House from 1983-92.

On December 17, 1946, by permission of the Dean and Chapter of Westminster, the White Ensign of HMS Speaker was dedicated by Clifton Brown, the then Speaker of



LONDON Area cadets formed the Guard, supplied pipers and escorted guests at the first Gold Riband Ball held at the ExCel Centre for the Princess Royal Trust

The event raised £300,000 for the charity, which supports the nation's unpaid carers. Guests included actresses Dame Helen Mirren and Pam Ferris and TV

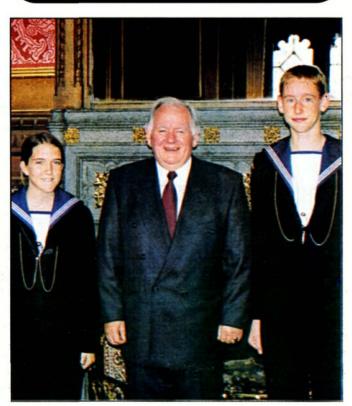
Princess Anne inspects the Guard, escorted by Lt

and radio personality Nicholas Parsons.

# Conversation piece

SWANSEA cadets are shown here carrying out their annual maintenance job on the Ordnance Survey triangulation point 1,120ft above sea level at Mynydd Bettws.

The concrete pillar used in surveying was set up in 1938 – rumour has it the Government of the day, aware that war was soon likely, foresaw the need for more accurate maps – and officially 'adopted' by the Swansea unit in 1994.



the House, at a short ceremony attended by the ship's company.

The Ensign hangs on the south side of the Abbey's West Door, near a commemorative plaque.

 Speaker of the House of Commons Michael Martin with POC Oliver Behan and AC Jacqui Stannard from Hornchurch Unit **Sport** 

# **Rugby team hopes Kiwi bears fruit**



NAVY rugby union bosses have drafted in New Zealander Brett McCormack in a bid to grab back the Babcock Trophy when

they take on the Army next year. The 32-year-old won't be trotting out at Twickenham, but he will be pulling the strings on the touchline alongside existing RN coaches Soapy Watson and Mick Connolly.

The RN were soundly beaten when they faced their old rivals in May – the Army ran out 53-16 winners.

But RU bosses are confident the New Zealander's expertise

on and off the pitch will guide them to victory.

The Kiwi turned out for his country's U17 and U21 sides and played at the top level in NZ before coming to the UK in 2001 to play and coach with Weston-super-Mare, guiding the team to its

Since then he has moved west to become assistant coach of Plymouth Albion, where his skills were spotted by the RN.

Brett has helped the Navy bounce back from the Army defeat his influence was noticeable in the successful Southern Hemisphere tour when the RN retained the Commonwealth

Beyond the Kiwi's efforts to bring the Babcock Trophy back home on May 1 next year, he is also encouraging grass roots RN rugby and broaden existing players' skill and ability.

Fiji helps

Raleigh's

HMS Raleigh to victory when the

Cornish team came up to Hampshire to challenge for the

RN's Rugby Union 7s competi-

The training establishment put four teams into the contest at HMS Collingwood – two male,

Raleigh's 2nd VII fought their way through to the Plate semi-finals despite fielding the bare

minimum of seven players - with

But the 1st VII, comprising chiefly of youngsters from Fiji plus LPT Maxwell and SA Shields won

every match on their way to the

final where they came up against

Collingwood too proved no match for Raleigh. Despite scoring first, they were trounced 24-12 by

The corntest at the warfare training establishment proved a breeding ground for rugby talent.

Three of the women's side were picked to join the full RNRU squad, while CH Drauninin, SA Shields and OM Hunt were picked for the RNRU squad CH Draund CH Draunining SA Shields and Shields

for the RN U21s and CH Ragede,

were selected for the

two female.

no substitutes.

the home team.

the Cornish side.

CH Drauninin

full RN side.

**7s win** 

### Royals' part in World Cup **RU victory**

Woodward revealed how Royal Marines will-power helped drive his side to victory in the Rugby World Cup.

Woodward told his players to emulate the Royal Marines' mind-set' for the clash which brought the Webb Ellis Cup to Europe for the first time – a lesson he learned on a visit to Lympstone

four years ago.

And as the rugby supremo geared up for the final with Australia, he reminded players of what he experienced in 1999.

"When we were training with the RM, their senior officers pointed out that their preparation was without parallel and that was why they were the best," he explained.

Their mind-set is that they know what is going to happen. The secret of success is that if it doesn't happen that way, they have to be able to adjust immediately

"When my guys ran out in the final they felt how the game was going to unfold. But when things didn't go as planned, they changed things. It's a great comparison with the Royal Marines about how

### **Scramble for spot in 2004** marathon

LIMITED places are available for RN and RM runners who want a crack at next year's London Marathon.

The Navy has been set aside places for runners in the capital race which will incorporate the Inter-Services Marathon

Championships.
Athletes must bid for a chance to run, with priority given - in the following order - to known RN/RM athletes, RNAC memers and finally other interested

N/RM runners.
Details from WO2 S Payne on ilitary dial 93788 7088 by ecember 5.

# RN superstars rewarded for achievements

FRONT line operations delayed picking the RN's sports personalities of 2002 – but they didn't stop

the talent shining through.
Swimming champion OM Ian
Fairhurst took the coveted title of Sportsman of the Year for his out-standing achievements in the pool.

RN and Inter-Service titles and records have been clinched by Ian in the pool – but his success has not stopped there.

At the international level he clinched five medals in the European Masters championships in 2001 and went one better at the World Masters championships in Melbourne the following year when his haul included one gold,

silver and two bronze medals.

In three years, S/Lt Peter Reed has moved from a non-rower to Great Britain team member - and was singled out by RN judges as 2002's emerging sporting talent.

Peter never rowed before join-ing the RN, but at university studying for an engineering degree he was spotted on a rowing machine and invited to row for the Uni.

Since then he has rowed for GB in the world U23 regatta in Belgrade and he has his eyes on a place in the Oxford University

team in next year's Boat Race.
Team of the year award was snapped up by the RN&RM Martial Arts Association which in just three years has made waves. Formed in 2000, it has grown rapidly and has challenged the Army and RAF at Inter-Service championships.

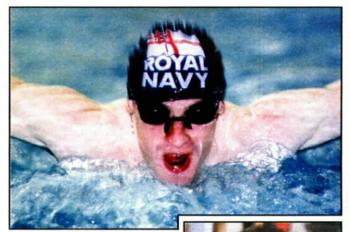
The spirit of the martial arts experts is personified by Mne Davey Tang, who gave up a promis-

FSL-sponsored competition.

Prior by a solitary point.

contest.

Darryll



• (Above) RN Sportsman of the Year OM lan Fairhurst powers to victory in the pool

on Taekwondo.

Bill's 12 months

end on the links

BILL Clarke's captaincy of Portsmouth Dockyard Golf Society

ended with the annual presentation afternoon on the links of the

Club, for the event – the presentation afternoon pits the winners of competitions run through the year against each other.

Guest Alan Cheeseman had the highest score – 39 points – but

the rules of the contest meant he had to take second prize, behind member John Prior whose score of 37 earned him first prize in the

Society stalwart Fred Davis took third place on 36 points and John Marsh narrowly beat Brian Houghton for 4th and 5th places respectively. The last two prizes were collected by George

The team event was won by Darryll Mendoza, Alan Cheeseman

and Steve Paffett, whose score of 80 beat John Marsh, Dave

Kircher, and Fred Davis and Dave Evans, Neil Carter and John

John Prior won the nearest the pin contest on the Par 3 4th hole

Oswald and Alex Benney, who both scored 20 points.

All 33 members turned up at the manor course, Bramshaw Golf

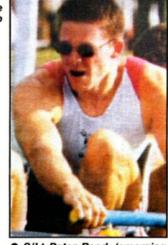
It paid off as this year he took the RN title. The green beret picked up the team award on behalf of his colleagues.

Coach of the year award went to boxing enthusiast PO(PT) 'Q' Shillingford, who recently stood down as coach of the RN side.

In two years in charge of the sport, he has transformed its image - and some of the names of his boxers like Jim 'The Thin Destroyer' Cusick – with high-pro-file bouts which have earned box-

ing media coverage.

Q holds the highest ABA coaching award and has been instrumental in promoting the sport at 'grass roots' level to create a boxing team which is among the best in the



 S/Lt Peter Reed, 'emerging talent of the year' glides along the Thames at Henley

# **Absences hit** squash titles

INJURY and the lack of availability of players hit the RN squash team's chances when they took on the other two armed forces for the 2003 Combined Services

Championships.
The Army dominated the men's senior event, where the current RN champion Capt Damien May RM from 847 NAS proved the top Senior Serviceman in 5th place. The Army's Capt Gary Clarke walked off with his sixth title in seven years.

Army ladies champion Lt Emma Hanson held on to her title.

The RN did well in the veter-ans' competition; WO(PT) James Stewart from Fleet HQ reached the final only to lose in an energysapping clash with the RAF's WO Paul Birkett. Lt Cdr Robin Young, also from Fleet HQ, took 4th place and WO Bob Giddings from Abbey Wood was 7th. The RAF also grabbed the U25 trophy, where OM Lewis Colley, HMS Dumbarton Castle, played some fine squash to take 5th spot, and OM Simon Backhouse from HMS Ledbury came in seventh.

The evening before the championships the CS ladies side narrowly defeated Hampshire Ladies 3-2 with Surg Lt Kate Roue being awarded her CS colours.

Players will line up again at Temeraire next month for the RN's annual championships on Friday January 30 and Saturday 31. Categories are: men's open, women's open, men's Challenge Trophy, U25 Trophy, men over 40, men over 50, doubles.

# Heron are walloped as Sultan run riot

WHAT looked a tight contest on paper turned into a rout on the pitch when HMS Sultan clashed with HMS Heron in the RN Hockey Association Cup in

Sultan were able to field a near full-strength team for the contest, whereas Heron had key players missing and it showed as they went down 9-2.

The Gosport side took the initiative from the off despite the bad weather and were 2-1 up within 15

The Dorset side came close to an equaliser, but were hit by two quick goals, including some slick

one-touch play by Sultan.

Heron pulled a goal back on the brink of half-time to make it 4-2, but that was where their scoring ended.

The second half was one-way traffic in increasingly poor condi-tions as Sultan scored five times without reply.

MEA Stu McInally scored a

hat-trick and PO Hopgood a brace as PO Jim Moseley pulled the strings in the centre of the park.

The U23 side clinched the Inter Services trophy with two comprehensive victories over the other

The RN trounced the Army 7-3 and saw off the RAF 6-2 to take

# **Qualify as** a lord of the rings

BOXING lovers who fancy getting better acquainted with the sport can qualify as officials with a fourday course to be run in the New

HMS Collingwood is hosting the courses for judges and time-keepers from January 26-29.

It is open to all service personnel. Details from Lt Paquet on military dial 9375 41222.

### **Ladies start** season with thumping win

RN Women opened the football season with an annihilation of one of the more formidable female

sides in the country.
Yeovil Town Ladies have proved to be a jinx for the RN, who traditionally lose or at best draw to the female counterparts of the FA Cup giantkillers.

But in foul conditions at HMS Heron, the RN bagged a hatfull of goals, running away 8-1 winners – spurred on by their coaches Sgt Steve Marr and PO(PT) Tom O'Malley.

OM(ÚW) Julie Hewitt collected the player of the match trophy for her four goals; POAEM(M) Mariesa Dryhurst netted a hat trick and OM(C) Bavister was the other RN scorer.

## Alpine treat for skiers

THE RN's ski and snowboarding championships are lined up for the French Alps next month.

The resort of Les Menuires has been picked to host the contest between January 10 and 24.

Participants wishing to compete should contact LPT Way on 023

Raleigh's Sevens show off the trophy Adml Tim McClement, the vice president of RN rugby

## **Cricket fans** get the ump

CRICKETERS and fans who fancy becoming umpires and scor-ers can join a three-day course at HMS Temeraire run from February 2-4, 2004. The course is also open to existing scorers and umpires who want to refresh their knowledge of the game.

Forces cricketing coaches will be holding training sessions for all aspiring coaches from March 31-

Details on both courses from RNCC on military dial 9380 23741.



# **Boxers** punch above their weight for UK

NAVAL boxers made history when they turned out for the national side in force.

For the first time, three RN and RM fighters represented England in a bout when they took on the

Norwegians. Mne Mick O'Connell led the way as team captain against the Norway Select squad – and was forced to step up to Super Heavyweight to take on a much

taller and heavier opponent.
The marine from Lympstone successfully upset his opponent in the first two rounds, never allowing him to settle.

But in the third he was clob-

But in the third he was clob-bered by a strong blow to the back of the head which led the referee to instantly stop the fight. OM(C) Shaun McDonald received a late call-up aboard HMS Invincible to join the England side, making his international debut in the process

New RN boxing coach C/Sgt Tommy McPhee said the youngster was unprepared for the contest initially, but after some intense train-ing, he quickly got down to busi-

"He imposed himself from the off with a flurry of punches. His opponent found it very difficult to catch his tricky style and as the rounds went on Shaun got stronger and ran out a comfortable winner.

OM Neil Suku of HMS York was also making his debut at Super Heavyweight - and was thrown into the ring against a former Russian champion with more than 30 bouts under his belt. Neil's good work on the ropes and a strong jab kept him in the contest, but in the end he lost out on a clear points decision.

"There was a great buzz about the place as the contest approached - the RN has never had three boxers compete for the country before," Tommy added.
As the Englishmen slugged it

out with the Norwegians, Mne Jimmy Cusick of 1 Assault Group RM was representing Scotland in a 10-nation tournament in Dublin.

The draw was particularly cruel for the green beret, who was pitched again the tournament favourite from the USA. Jimmy fought the fight of his career, but was edged out 20-14 on points.



New season, new coach, new hopes: the RN boxing squad flexes its muscles

Said Tommy: "Jimmy boxed as well as he would dream and although he's disappointed, this has put him firmly on the big stage. He can now look forward to international and domestic success this

Back in Blighty, the season opened with contests in Bedford, Bristol, and a high-profile clash against Titchfield ABA at Portsmouth's Guildhall with 11 fighters in action.

Mne Alex Urritia of 42 Cdo pening the contest for the RN, distering into G. Mitchell from Basingstoke from the bell. Unable to knock down his opponent out-right, Alex won unanimously on

Next up was OM Sean Cridland from HMS Collingwood who lost out on points to a very experienced Josh Leigh from the City of Portsmouth. Mne Jules Marin of 40 Cdo won a tough battle with Barnes from Titchfield, followed by another points victory for Mne

Luke Wilson, 42 Cdo, over P. Buckley of Eltham and District. Mne Steve Turner, RM Stonehouse, was floored by Rose from Newport with a punishing right hander. Steve got back to his feet, but the referee stopped the clash in the third.

RNH Haslar's MA Jason Doran lost on points to Titchfield's Salt, but Mne Steve Tyghe from 40 Cdo



England captain Mne Mick McConnell squares up

stopped opponent Hulme of Titchfield in the first. AEM Vaughn Perkins of 845 NAS was the last RN victor of the evening, beating Titchfield's D. Couzens on

points.

The night ended with two defeats: 40 Cdo's Mne Rob Barnett lost out to S. McGeechy from Basingstoke and AEA David McCelwey lost a majority points decision against Titchfield's L. Goddard.

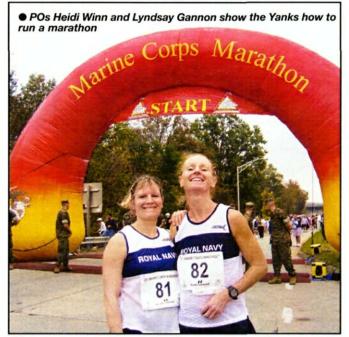
"Despite four of our team being away on international duty, we still fielded a strong team and enjoyed some great successes," Tommy explained.

## Life proves a lottery for netballers

NETBALL players managed to get beyond the surroundings of their local courts thanks to a handout from the RN & RM Sports

It funded a two-week tour of Trinidad and Tobago by the RN side who quickly found out that netball is the national sport in the islands. That coupled with the Caribbean heat – and opponents turning up in laid-back local style up to two hours late for matches meant most games went against the Naval side

But PO(AEA) Marissa Dryhurst salvaged some pride for the RN, not on the netball but squash court by beating the Trinidad and Tobago national champion.



# One, two, three, four **We beat Marine Corps**

SAILORS and marines beat their US counter-parts on home turf

when they romped to victory in the US Marine Corps marathon.

The RN/RM put a male and female side into the military marathon around the American capital of Washington DC capital of Washington DC.

The men won the team event by the largest winning margin in the event's history – the combined time was more than one hour faster than their nearest rivals.

The Navy has been competing in the 26-mile race for the past 26 years. The Americans have only scored victories over the Senior Service on seven occasions

The RN female side was decimated by injuries, but it didn't stop them only being narrowly defeated. PO Lyndsay Gannon was the second woman home in 2hrs 58 mins - a great result after a twoyear lay-up with a serious knee

Other times included: 5th – Cpl Mark Croasdale, 2hrs 30; 8th – Cpl Brian Cole, 2hrs 32; 9th – Sgt Mark Goodridge, 2hrs 32; 12th – Lt Cdr Dia Roberts, 2hrs 34 (1st over 40); 14th – WO2 Steve Payne, 2hrs 35 (1st over 45); 33rd – Mare Wayne (1st over 45); 33rd – Mne Wayne Dashper, 2hrs 49.

Women's race: 130th - PO Heidi Winn, 3hrs 38.

## **Bottom side** Leeds on top form for Ark

PREMIERSHIP whipping boys Leeds United dropped in on for-mer flagship HMS Ark Royal when the team was in Portsmouth for a crunch clash with Pompey.
The Yorkshire side was annihi-

lated by the Premiership newcomers 6-1 – a defeat which signalled the end for United supremo Peter

The day before the Fratton Park clash it was all smiles as the Leeds team led by Reid visited the flat-

top in Portsmouth naval base. Leeds is Ark's affiliated city and the ties with the West Yorkshire metropolis extend to the football

Last year, before Ark headed to the Gulf, the team provide the car-rier's football side with new kit.

The Elland Road club has also hosted visits from Ark Royal crew
- despite the warship having the
largest Pompey fanclub in the RN.

"We were grateful for the chance to repay Leeds United for their splendid hospitality through the years," said Ark's Lt Cdr Jonathan Stamper.

Crew gave the players a guided tour of Ark and the squad in turn presented the ship with a fresh kit.

Leeds striker Alan Smith signs OM Phil White's cap



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Bank of Scotland	10.9	203.86	7,338.96	777.18
Black Horse	11.9	198.19	7,134.84	573.06
Royal Bank of Scotland	12.8	198.31	7,139.16	577.38
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 The RN Netball side takes a break from punishing matches against Trinidad and Tobago

#### From page one

The unstinting efforts of sailors involved in efforts to recover the bodies of Fleet Air Arm crew fol-lowing the tragic collision of two Sea Kings from 849 Naval Air Sqn off HMS Ark Royal have also

been recognised. Cdr Simon Tate, the carrier's air engineering officer, who headed salvage operations following the accident, receives the OBE for his

The diving team of HMS Grimsby are also honoured for the same operation, including diving officer Lt Peter Laughton, made an MBE, and diver LS Lee Edmundson, who receives a

Both men helped to recover the first two bodies of the 849 NAS crew from the crash site in an operation which was both physically and emotionally draining and

was handled with dignity and care. Ark's chaplain Tudor Botwood is made an MBE for the spiritual support he showed to the carrier's crew, particularly in the aftermath of the accident.

Green beret Capt Paul Lynch has been awarded the Military Cross for his leadership during the crucial assault on the Al Faw peninsula at the beginning of the

His men crossed swords with Saddam's forces almost immediately and became caught up in prolonged firefights where Capt Lynch's leadership ensured his troops fought with determination

and daring despite the extreme pressure they were under.

Acting Sgt Robert Storey receives a Mention in Despatches for his leadership during the fighting in Al Faw. On March 22 his unit was set upon by an Iraqii ing in Al Faw. On March 22 his unit was set upon by an Iraqi ambush while clearing the town. His skilful handling of his men saved lives initially, before he moved to a highly-exposed position to personally engage enemy troops with a machine-gun.

Also receiving a Mention in Despatches is Medical Assistant Mark Sumner who saved the life of an Iraqi soldier lying in Noman's-Land in the Al Faw.

Senior officers have also been

Senior officers have also been commended for their part in opercommended for their part in operations. Overall RN commander Rear Admiral David Snelson and Cdre Jamie Miller, amphibious group commander, receive the Legion of Merit (Degree of Officer) from the United States.

Among the commanding offi-cers commended: Cdr Paul Burke, HMS Splendid; Cdr Martin Ewence, HMS Liverpool; and Cdr Wayne Keble, HMS Richmond all receive OBEs for their leadership and HMS Ark Royal's former CO Cdre Alan Massey is made a CBE.



# SUBMARINE SAPPERS

25 ENGINEER Regiment, currently based in Antrim, Northern Ireland, combined a battlefield tour of Gibraltar with two sea-rides in HMS Turbulent, allowing 17 sappers of all ranks to experience life in a nuclear submarine at first hand.

The 'Trees', as the ship's company affectionately dubbed them because of their green fatigues, had practice torpedoes fired at them by two Dutch submarines and participated in deep dives and machinery drills.

Youngest soldier Sapper Lawrence visited the bridge while off the Rock and enthused: "This is the best thing I've ever done – it's just like riding a whale!"



# Drugs runners ditch £25m cocaine cargo



DRUGS runners in the Caribbean were forced to dump a tonne of cocaine, worth an estimated £25 million, into the sea in an attempt to evade a chasing RN destroyer.

Type 42 destroyer HMS Manchester was on patrol in the region when she received information on a 'go-fast' drug-running boat which was believed to be on a delivery run from Colombia. from Colombia.
As Manchester closed in to

intercept the smugglers, she launched her Lynx helicopter, which quickly spotted her target.

In such circumstances the heli-copter is used to harry and confuse the crew of the boats, flying low over the target and directing the powerful downwash from its rotor blades into the faces of the helms-

In this case, as the helicopter approached, the smugglers had stopped in the water in an attempt to avoid attracting attention, but as the helicopter had already located the smugglers' boat, and with Manchester looming out of the mist, the boat's engines kicked into life and it sped away.

As it went, the crew start-ed to ditch bales of cocaine over the side.

Manchester's Lynx was able to guide the destroyer and her sea boat to each bale of drugs, and over the course of the next two hours, in heavy rain and awkward

sea conditions, some 42 bales, each weighing 25 kg, were recovered - a total street value in the order of £25 million.

Manchester later rejoined an international effort to trace the gofast, which had headed towards the shores of northern Colombia, and it was eventually found abandoned on a beach, reportedly close to an abandoned four-tonne truck which contained another tonne of cocaine.

The commanding officer of the destroyer, Cdr Richard Ingram, aid: "This result is a credit to my ship's company and a testament to the teamwork that exists between all departments on board.

"We have successfully intercept-ed a considerable amount of pure cocaine, and we will continue the

trade in the Caribbean.

"This sends a clear message to the traffikers that the Royal Navy is determined to prevent their evil trade and show that we are a force for good." for good."
The destroyer was involved in

three similar incidents in October, with the drugs being abandoned in

 LEFT: The smugglers' gofast boat attempts to envade Manchester's Lynx helicopter

# Trafalgar celebrated on an international scale



Trafalgar Night dinner was held in Sarajevo, the toast to 'The Immortal Memory' given by Rear Admiral Hugh military adviser to Lord Asndown.

The response, with Gallic good humour, was made by the French attache, Lt Col Eric

Prigent (pictured here).
The UK's Military Cell in Bosnia is to close this month after eight years in operation.
Some 22 nations were represented at the

dinner held in one of the city's famous wartime restaurants, Dom Pisaca (The Writers' Club) – the same number that were at sea in HMS Victory at Trafalgar.

Jazz piano accompaniment throughout was provided by Mehmed Pozerac, personal assistant to the Russian Deputy Head of Mission.

The thoroughly international occasion was rounded off by an impromptu karaoke session featuring favourite national songs

Meanwhile Trafalgar Day at NATO Joint Headquarters North at Stavanger, Norway was also celebrated for the last time, led by Lt

Col John Crosby, who "borrowed" the Commander's boat for a cruise up Lysefjord to local landmark Pulpit Rock and a traditional Norwegian spread laced with English staples pork pies and oggies washed down with

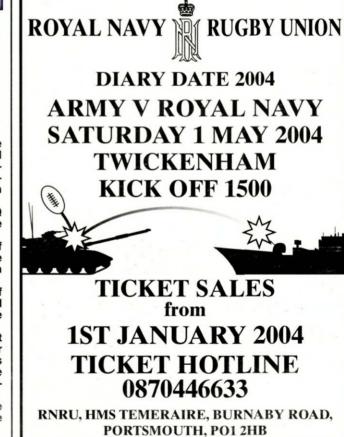
With recent NATO reorganisation, JHQ North has now closed and the Joint Warfare Centre opened.

HMS Portland spent the anniversary of Nelson's last battle within sight of Cape Trafalgar – on this occasion tasked with defending the Spanish flagship.

The Type 23 frigate was operating as part of the Standing Naval Force Mediterranean and taking part in a large joint exercise with the

Spanish Navy.
Over 20 warships from seven different nations took part and Portland, using her Seawolf Point Defence Missile System, was given the role of conducting anti-missile defence, or 'goalkeeping' for the Spanish carrier SPS Principe de Asturias.

Ironically, a Spanish man o' war bearing the same name was the largest ship to escape the British Fleet in 1805.







# YOUNG READERS CLUB



#### Getting the word through

Flags, bells, whistles, flashing lights, waving arms, sliding hatches, letters by hand, despatch boat, horse and pigeon, down wires, through the air, bounced off the sky and beamed into space.

The Royal Navy has found countless ways of getting their message across, whether from ship to ship, or from the Admiralty to shore

Here's some history of Naval communication...

# **Sparkers** bunting tossers

Once upon a time bunting tossers had the important job of keeping messages flying around the Royal Navy.

Flags (or bunting) eventually had to make room for mechanical arms that sent coded messages.

And in time the era of electricity arrived when flashing lights and electric signals were sent down the wires by sparkers.

Then this wonderful invention radio came along and wireless messages flew through the skies.

Nowadays to get a message through to a ship you can use emails and telephone calls bounced off satellites.

But you can also still use flashing lights, flying flags and traditional methods to make sure your message gets through. In the modern Navy as a rating involved in communication, you could be part of the warfare branch as a Communications Technician or Operator Mechanic (Communications), or you could be in the Submarine branch, as an Operator Mechanic (Comms Submarine).

# Sky high words in the clouds

One of the most famous messages to be flown in flags was Lord Horatio Nelson's "England expects that every man will do his duty", hoisted on board HMS Victory during the Battle of Trafalgar in 1805.

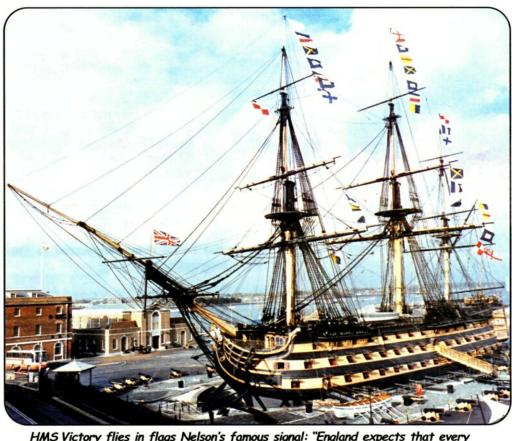
The first book of instructions that talks about signals was the 'Black Book of the Admiralty' in the 14th century.

In the 1600s, three flags and a pendant were used to pass on fighting instructions between ships, as the only other ways to send messages were either by shouting or by despatch vessels that had to travel physically between ships.

Outside of battle, the other way to send messages was to hang a water barrel from the yardarm to show that water was needed, a small axe to show wood was needed, and a table cloth hanging from the yardarm was an invitation to dinner!

The first signal book appeared in 1673 with 15 coloured flags which could appear in up to 18 different positions for various messages.

The system of flag



HMS Victory flies in flags Nelson's famous signal: "England expects that every man will do his duty"

signals grew in size and number until it became too complex, and the man who simplified it was Admiral Lord Howe in the late 1700s.

In a letter to Lord Howe after the Battle of the Nile, Nelson wrote his thanks for the control that his new method of signalling had given for the power of the British Naval fleet.

The code had to be rejigged once more before the Battle of Trafalgar because an enemy French ship had captured a copy of the code book from a British frigate.

Officers had always been in charge of signalling, but in 1816 the first official signal rating was created as Yeoman of Signals, and

the Signal branch began to appear in the 1860s. Nowadays the time that you usually see Naval ships all dressed up in brightly coloured flags that fly from the bow to the stern (pointy end to blunt end) is when a celebration is being marked. The correct term for this random flag collection is 'dressed overall'.

# are you

In this month's pages you can read letters from members of the Young Readers Club

And it's great that

we get to hear about what you've all been doing. But we want more! If you have something that you want to tell us about, or any questions that you want answered, then write in and let us know.

As you can see, each month we pick a different theme for the YRC, telling you about various bits of the Royal Navy, both historic and modern.

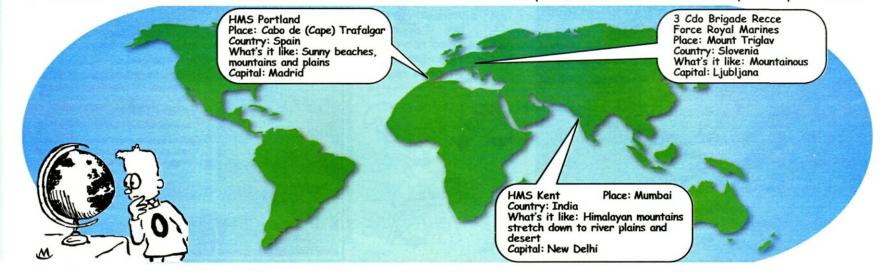
If you have an idea for a subject for the pages, tell us about it.

Pick up your pens or turn on your computers and give us your opinions about what you like and dislike about the YRC and what interests you about the Royal Navy.

Thanks to all our members who appear in our Club Zone this month. Oooh, and while we're trying to get you to remember us don't forget to let us know if you move house so your address is up to

is the first recorded use of a flag by a ship in English waters? The Bayeux Tapestry that records the Norman invasion of 1066 shows William the Conqueror's ship flying his flag of command.

Where in the world...? Ships from the Royal Navy and Royal Fleet Auxiliary, Royal Marines and aircraft from the Fleet Air Arm, have been travelling all around the world for the past few months. Here are a few of the places they have visited...



# zone

# Seasons greetings!

The most important thing that has to be said to all our members is: Hope you have a fantastic Christmas, happy holidays and a brilliant new year!

### Jack's Naval heroes



Jack Price (mem. no. 2930) wrote in to tell us about his Naval connections:

"This is me, Jack, with my grandfathers who were both in the Royal Navy: grandad Charlie Fay, a 'stoker', and grandpa Eric Price, a

"Grandad Charlie always gets the Navy News (he enrolled me in the Young Readers Club), and he gave us an address from the paper that the 'lads' from the Navy Club in Chester used for their medals.

"I had to pinch grandpa's medals so that mum could send them to be mounted. Grandpa was really chuffed when he opened his medals on his eightieth birthday, ribboned and sparkling. "Thank you, Navy News.

"P.S. Grandad Charlie would be surprised to see his photograph in the paper if this is

Well, grandad Charlie, we hope all of you are happy to see your picture in this month's YRC pages - and thanks from us for keeping our membership numbers high!

# Water doesn't dampen Jessica's day out at Paultons

Jessica Jermy (mem. no. 3022) wrote in to the YRC to tell us about her fantastic day out at Paultons Park:

"When I went to Paultons Park the first ride I went on was the Raging River ride. I went on it with my dad.

"First it went up all the way and came down and we got really wet.

"Next I went on a big blue slide and raced Mollie my sister and my dad. After that we went for a dinosaur walk and we saw all sorts of model dinosaurs which made real-life sounds.

"After that we were getting hungry and decided to go to the Station tearoom and had some dinner which was delicious.

"Then me, Mollie and my dad went on Wave

"Then me, my mum, my other sister Megan and my dad went on the Flying Frog, which was fun. It went up and down and around.

"Then we went to go on the train and saw meerkats, flamingos, owls, and red-crowned cranes. We also went to see the African Aviary - it was brilliant.

"Overall it was the best day out, plus the best theme park I have been to so far.

"Last but not least is a very big thank you! You are the best club!"

Gee, thanks, Jessica. We're quite fond of you

# Sailors say it with semaphore

The little sailors on the left are

spelling out a special message to all our Young Readers Club members. Each of the positions in which they are holding their flags corresponds to a different letter of the

This method of communication is called semaphore. The word itself comes from the Ancient Greek

'sema' for signal and 'phoros' for bearer.

When semaphore was first used, it was not the job of someone to wave their arms. Instead buildings and the top of ships' masts were fitted with these two mechanical

The notion of using mechanical arms to send signals was originally thought up by the French, and in the 1800s it was suggested to the Admiralty that they might consider a similar system - and it wasn't

arms that could be positioned.

until 1880 that it occured to anyone that a sailor could signal with his arms rather than use the mechanical masttop system.

The first shore efforts of the late 1700s didn't actually involve positioned arms at all instead a system of shutters could be opened and closed to signify different letters eventually waving arms took over from shutters.

The semaphore system was also used on land to communicate between the Admiralty and its various Naval bases.

By 1796 a line of semaphore signal stations was complete from London to Portsmouth, and the line to

Plymouth was finished in 1806. It used to take three minutes for a message to travel 400 miles along these signal

Semaphore towers were spaced about five miles apart, and manned by two people.

The arrival of electric signals eventually brought an end to the use of semaphore on land.

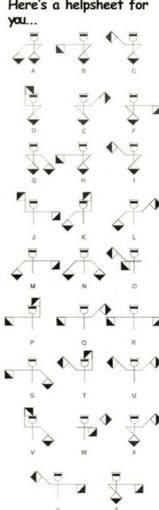
Mechanical semaphores could still be found on larger Royal Navy ships

One of the problems with using semaphore was that it did not work at night or in bad

So in the first half of London, it was often impossible to see the top of the Admiralty could be sent out.

But anyway, it should be

Here's a helpsheet for

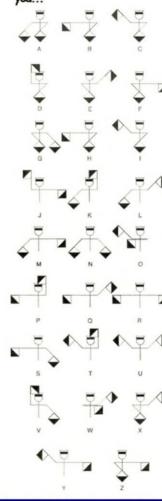


in 1943.

weather.

the 19th century with all the smog and pollution in semaphore signal on the building and no messages

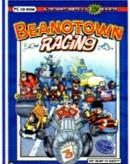
a bit easier for you to crack our semaphore





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For further information visit www.beanotown.com Normal competition rules apply. Closing date 31 December 2003.

Look out for the review of Beanotown racing in next months YRC

### Members birthdays

Wow! December must be a great month for all this lot.

They get a double celebration - not only is it a wonderful Christmas but they get to celebrate their birthdays too!

John Appleby

Michael Barnes

Kirsty Barron

Samuel Boldan

Marc Awty

Peter Buckley David Callaby Connor Campbell Noel Carr Martin Clark Matt Collis Gary Cox Lewis Croucher Charles DaCosta Connor Davies Mackenzie Davis Oliver Dixon Henry Dufosee Alice Duke Nadine Edwards Richard Feist Patrick Feist Jade Fraser Sarah-Louise Freeman Nicholas Garland Ethan George Clare Gladney John Goodfellow Michael Gray Daniel Haines Daniel Jillings Ashlee Jowle Freddy King Oliver King Harry King Sebastian Kirby Kelsey Knox Daniel Ledger Evan Leslie Gemma Luke Lisa MacPherson Gary Mattingly Maria McEvoy Aaran McGuire Alison McKeith Nichola Mitchell Thomas Morton Johnathan Moss Claudia O'Shea George Ogden Joseph Paddison William Perry Joshua Peters James Pollard Max Powley Nicholas Primmer Alexander Provan Michaela Robson Scott Rodgers Leah Rogers Lewis Rowe Reid Rowlett Cameron Salisbury Christopher Shuttleworth Jordan Slade Harry Staley Samantha Tattam Benjamin Thornley Joshua Watson Poppy Watson Joshua Whittle



# A is for Get apple...

In the early days of radio, voices could not be transmitted. So an alphabet called Morse code was used.

This had been invented by an American Samuel Morse for use along an electric wire in 1838.

Then when voices could be heard over the telephone or radio, because the lines were very bad and crackly, it was often quite difficult to understand what on earth was being said.

And sometimes it was quite important to know for definite what was said, because it could make all the difference to your orders on a ship. So then a phonetic (or spoken) alphabet developed.

In the early days of World War I, the Navy's code had things like 'a for apples' and 'b for butter'.

There was a slightly different set of words used by the RN in World War II.

More recently a NATO phonetic alphabet has become the normal way of spelling out words.

Both codes read: Alfa

- Bravo Charlie Delta
- Echo Foxtrot Golf
- Hotel India
- Juliet Kilo
- Lima Mike
- November Oscar
- Papa Quebec
- Romeo Sierra
- Tango Uniform
- Victor Whiskey
- X-ray -•- - Yankee
- - • Zulu

So if I was to say to you: "Sierra Alfa November Tango Alfa Charlie Lima Alfa Uniform Sierra" while you might at first think that I'd gone totally bonkers, I might be telling you a seasonal figure had just appeared down the chimney.

# out the way!

There's a famous story told about radio signals.

An American admiral in his flagship saw a blip on the radar screen that clashed with his ship's planned route.

He told his radio operator to send a message telling the other ship to alter course fifteen degrees.

The reply came back: "You change your course fifteen degrees."

This wasn't the sort of response that the admiral was used to receiving. So he sent an even blunter message telling the other ship to

Once again, the reply was: "You change your course fifteen degrees."

This drove the admiral to such anger that he grabbed the radio microphone from the operator and shouted: "You change your course fifteen degrees. I am an admiral in the United States Navy.

And the reply... "And I am a lighthouse. Suggest you change your course." Now, to be honest, this is quite a well-known dit but it's difficult to know what truth there is in it.

You can see different versions of this story set in different periods told in different places, and sometimes it's an American admiral, and sometimes it's a British admiral.

But one thing's for sure, if it's true then it's a great story...

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Normal competition rules apply.

closing date 31 Dece

nbership number to the usual address.

CD Rom just answer the following question



Admiral of the Fleet Sir Henry Jackson when a captain

# Wireless rules the waves

Many people have heard of Guglielmo Marconi, the inventor of the radio - but have you heard about Admiral Sir Henry Jackson?

At the same time as Marconi was first sending signals over the radio waves, the then Cdr Jackson was experimenting with wireless technology and in 1896 he managed to send morse signals from one end of a ship to the other without using wires.

But the Admiralty did not patent this brilliant new invention, and a year later Marconi netted the patent and the inventor's rights for his all new radio system.

But rather than becoming rivals, Marconi and Jackson met at a

PC CD-ROM

conference in England and in their shared enthusiasm for this great new invention forged a friendship.

In 1899 Marconi fitted his radio equipment into four Royal Naval ships, and signals controlling the fleet manoeuvres were beamed out among the ships over ranges of almost 70 miles.

This was enough to guarantee the interest of the Admiralty who saw the potential for quick and reliable communication in this new technology.

In 1901 the first faint radio signals were sent across the Atlantic Ocean between the UK and North America.

This radio signal could not at first carry voices, but a code of dots and dashes known as Morse carried the message.

This changed everything where once it had been a long and difficult journey to send a message to our American cousins, now messages could be sent almost instantly.



# zone



# Helicopter is high point for Matthew at Yeovilton Air Day

Competition winner Matthew Gerrard (mem. no. 2968) got to spend the day at Royal Naval Air Station Yeovilton. Here's what he said about the Yeovilton International Air Day:

"We had a great time. My favourite bit of the day was when I got winched up into a

"We took some film of the Corsair aircraft that flew because my grandad used to be a mechanic on one when he was in the Fleet Air

"I really liked all the flying displays, especially the de Havilland with the cool designs.

When I grow up I want to be a sailor in the Royal Navy.

"I bought myself a cap while we were at the Air Day. My friend's dad, who is in the Navy, tied the HMS Intrepid band you sent me on to

"We had a brilliant day. Thank you very much.

That's great, Matthew. We're really glad you enjoyed yourself at Yeovilton, and hope that the YRC is telling you lots about life in the

Keep in touch and let us know how you're

# **Buccaneer bucks** up Scott's day

Scott Saunders (mem. no. 2948) wrote in to the YRC to say thank you for his prize of a model of the Buccaneer aeroplane.

"I was so surprised when I got home from school and it was waiting for me.

"My dad was on the old HMS Ark Royal, and 809 Squadron was on the Ark Royal when he was - so it was a very special thing to win.

"The model is fantastic and it is sitting in the middle of all my model planes which I buy whenever I go to Duxford and places like that.

"The Royal Navy display at Duxford is brilliant, and I have pictures of myself next to a Sea King.

We've also heard from the mum of Matthew Miller (mem. no. 1640) who won a day out at Chessington World of Adventures.

"We had a super time there, as it was Hocus Pocus, celebrating Hallowe'en – so there were shows, trails, games and prizes as well as all the usual shows and rides.

"We went on all the rides that Matthew was able to go on. He loves them all as he has no sense of danger.

"Many thanks once again for such a super

# zone)



Andrew Walsh and his model boats

## Andrew is a big fan of little boats

We've heard about one of our members, Andrew Walsh (mem. no. 2819), aged 13, who loves anything to do with boats.

You can see a picture of Andrew with his two model boats at the top of this club zone. Andrew goes to the boating lake almost every day to sail his two models.

Apparently Andrew is a keen sportsfan, and has won several medals for his top class ability at swimming and running.

Andrew's other passions include listening to the music of Royal Marines Bands, and collecting baseball caps - his favourite is from HMS Spartan.

We've also heard from Adam Spivey who wrote to say thank you for his Phlat Ball, James Wilesmith (mem. no. 2840) who took

his friend Samuel to a spectacular firework display, and from Thomas and Lucinda Davis (mem. nos. 523 and 1775) who after winning their prizes have decided that they will enter lots more of our competitions!



Lucinda and Thomas Davis

Every Young Readers Club member who gets a letter printed on our pages receives a special gift. So keep the letters coming because you never know what we might send back just for

### One for the Pompey fans

Here at YRC we have received a review of the new Portsmouth Football Club Manager game (last month's competition prize):

"One of the best things about this game is being able to play using your home team, half the fun is trying to spot yourself in the

"Once you are set up as manager and have chosen your team, the game is easy to play.

"There are some brilliant photos of the club and the players. Another good feature is that you can keep the players up to date with the free online mid-season picture updates.

I would recommend this game to any Portsmouth fan.

But if you're one of our members who isn't a Pompey fan, there's no need to feel left out. Check out the website on www.justfootball.net because this game is available for another 16 footie teams - and one of 'em might just be

# **Bouncing signals** from the sky

Communications in the modern Royal Navy moved on when signals started to be bounced from satellites in a high altitude above the Earth.

Landing ship HMS Intrepid was the first European warship fitted with an operational satellite system.

A satellite in orbit 23,000 miles above the planet provides a wide field of coverage - a message sent from one ship up into the sky can bounce off the satellite to reach a ship or Naval base on almost the other side of the world.

Command, control and communications are an important part of the modern Navy and its operational role.

Of course, good communications are not just a part of conflict. Everyone in the Royal Navy is keen on good communications so that they can keep in touch with home!



HMS Intrepid was fitted to work with Britain's first satellite system Skynet 1A, launched in 1969

For anyone at sea on surface ships who wants to keep in touch with their families, there are several ways to keep in

They are allowed twenty minutes of free

phone calls a week, limited to two a week, and free letters the pale blue envelopes on which they are written.

emails which are usually nicknamed 'blueys' after

#### sleigh and the Royal Navy? Dasher he's one of Santa's reindeers and she's one of the Navy's P2000 Patrol Boats!

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### This month

Womens Royal Naval Service (WRNS) officers adopted Naval ranks

3 December 1945: A jet aircraft carried out the first deck landing on

3 December 1963: The first all-British designed nuclear submarine, HMS Valiant, was launched

7 December 1776: Arson in Portsmouth dockyard

7 December 1942: The Cockleshell Heroes set out in small canoes to attack enemy ships in the Gironde

8 December 1778: Horatio Nelson promoted Master and Commander

8 December 1968: HMS St Vincent, the boys' training establishment at Gosport, closed

11 December 1936: King George VI took the

12 December 1888: Two Schools of Signalling set up in Plymouth and Portsmouth

16 December 1957: HMS Thorough returned to her home base after the first submarine circumnavigation around the globe

24 December 1777: Captain Cook discovered Christmas Island

24 December 1787: HMS Bounty sailed on her last voyage

25 December 2003: Happy Christmas! Yay!

27 December 1831: HMS Beagle set off on her five-year voyage around the world carrying Charles Darwin

29 December 1860: The first iron-clad warship HMS Warrior was launched at Blackwall – she can still be found open to the public at Portsmouth Historic Dockyard

31 December 1847: The last signal sent to Portsmouth from London by semaphore, as the electric telegraph took over communications

#### NEXT MONTH

Find out about the Royal Navy's frigate

The modern Royal Navy has Type 23 and Type 22 frigates, which continue a fine tradition of heroic vessels.

#### Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition. One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.